

MASON'S
DELICIOUS
O.K.
SAUCE.

Hongkong Daily Press

ESTABLISHED 1857.

Library, Supreme Court

Registered as a Newspaper at the General
Post Office in the United Kingdom

YOU'LL THINK BETTER WITH GOOD SIGHT

Qualified European Attention, Modern
Eyeglass Fitting, Examination at
L.A.Z.A.R.U.S.
13, QUEEN'S ROAD CENTRAL.
Established over 40 years.
For Appointment—
Phone M.B. COOPER, U. 3203.

No. 22,340 號拾肆百叁仟貳萬貳 日捌廿月正年午庚

HONG KONG, WEDNESDAY, FEBRUARY 26, 1930. 參拜禮 日陸廿月式年卅九百九千壹英

PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after DECEMBER 6th, 1929, until Further Notice (all previous
Time Tables cancelled).

UP TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 P.M.	No. 13 P.M.	No. 14 P.M.	No. 15 P.M.	No. 16 P.M.	No. 17 P.M.	No. 18 P.M.	No. 19 P.M.	No. 20 P.M.	No. 21 P.M.	No. 22 P.M.	No. 23 P.M.	No. 24 P.M.	No. 25 P.M.	No. 26 P.M.	No. 27 P.M.	No. 28 P.M.	No. 29 P.M.	No. 30 P.M.	No. 31 P.M.	No. 32 P.M.	No. 33 P.M.	No. 34 P.M.	No. 35 P.M.	No. 36 P.M.	No. 37 P.M.	No. 38 P.M.	No. 39 P.M.	No. 40 P.M.	No. 41 P.M.	No. 42 P.M.	No. 43 P.M.	No. 44 P.M.	No. 45 P.M.	No. 46 P.M.	No. 47 P.M.	No. 48 P.M.	No. 49 P.M.	No. 50 P.M.	No. 51 P.M.	No. 52 P.M.	No. 53 P.M.	No. 54 P.M.	No. 55 P.M.	No. 56 P.M.	No. 57 P.M.	No. 58 P.M.	No. 59 P.M.	No. 60 P.M.	No. 61 P.M.	No. 62 P.M.	No. 63 P.M.	No. 64 P.M.	No. 65 P.M.	No. 66 P.M.	No. 67 P.M.	No. 68 P.M.	No. 69 P.M.	No. 70 P.M.	No. 71 P.M.	No. 72 P.M.	No. 73 P.M.	No. 74 P.M.	No. 75 P.M.	No. 76 P.M.	No. 77 P.M.	No. 78 P.M.	No. 79 P.M.	No. 80 P.M.	No. 81 P.M.	No. 82 P.M.	No. 83 P.M.	No. 84 P.M.	No. 85 P.M.	No. 86 P.M.	No. 87 P.M.	No. 88 P.M.	No. 89 P.M.	No. 90 P.M.	No. 91 P.M.	No. 92 P.M.	No. 93 P.M.	No. 94 P.M.	No. 95 P.M.	No. 96 P.M.	No. 97 P.M.	No. 98 P.M.	No. 99 P.M.	No. 100 P.M.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
Kowloon Dep.	5.40	8.05	9.20	9.08	9.15	10.00	12.10	1.15	3.25	—	2.50	—	4.35	5.40	7.36	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—</

DIANA BAY WINS DERBY IN RECORD TIME.

MR. DUNBAR'S MARE EASILY LOWERS SATURDAY'S RECORD BY PRESIDENT HALL.

SITTING BULL'S FINE PERFORMANCE IN CHALLENGE CUP: ANOTHER NEW RECORD.

"JARDINE" STRING PROMINENT.

(By "MORNING DEW.")

Diana Bay, belonging to Mr. L. Dunbar, yesterday won the Derby in effortless fashion, making little of the opposition, and coming home in the record time of 3 minutes and 7 seconds. The fastest time on record for the Derby until this meeting was 3 minutes and 8.1 seconds, held jointly by Local Option and Invincible King. On Saturday President Hall in a mile and half race, set up a new mark, but Diana Bay lowered the new record yesterday. She may prove a danger to Apollo in to-day's Champions.

Sitting Bull, in the Challenge Cup, won easily and set up a new record for Hong Kong. His time for the mile and three quarters was 3 minutes and 42.4 seconds.

In The Great Southern Stakes (six furlongs) Adam beat the well-fancied Boxing Eve, and in doing so, touched the record time for the six furlongs—1 minute 23 seconds.

Honours were fairly evenly divided, Mr. Heard being the most successful jockey of the day with two firsts, two seconds and a third. Mr. Noodt had two wins and a third, while Messrs. Hill and Frost had a couple of winners each.

The John Peel stable collected two wins, a second and a third. Mr. Ho Kom Tong had a first and a second, and Mr. "Eve" had one second and three thirds.

THE RACING.

The Jockey Cup.

Little Thunder, with Mr. S. Y. Laing in the saddle, won the Novice's race. He ran a true race and accounted for Mr. Ho Kom Tong's Shiny Pearl by four lengths.

Shiny Pearl obtained third place. One of the best backed ponies was Abel, who, however, carried his rider away for a trial "spin" before the race proper. He finished his effort at the rock, and could not do anything in the race.

The Exchange Plate.

Royal Flush started favourite in this race but was beaten by four lengths by Majestic Hall, who hung on for the first mile at the rear and came up with a great burst in the straight. Chesapeake Bay, with Mr. Harriman up, ran Royal Flush to a few inches in the last few strides of the race.

Fair Sport and King's Courier were unplaced after leading most of the way.

The Hong Kong Derby.

Diana Bay won this race in a canter in record time. Wisdom Stag was second and Peppermint was third.

Wisdom Stag (Mr. Knoll up) set the pace and Peppermint (Mr. Noodt) took no chance and accompanied the leader. Picallili and Four Clubs were next with Wisdom Stag and Diana Bay bringing up the rear.

After the first quarter mile the order was the same with Picallili moving up to the leaders and Diana Bay leaving the stern for a position in the middle. He was then then moving easily.

At the six furlongs post, Wisdom Stag moved up rapidly and a full length later saw this pony accompany Peppermint in the lead. At the Village, Diana Bay joined the leaders and stayed with them for a hundred yards. Peppermint then gradually slid back and the two grey animals (Diana Bay and Wisdom Stag) entered the straight together.

THE RESULTS.

Tuesday, February 25.

1.—The Jockey Cup: One Mile.

Winner \$500; second \$200; third \$100. A Cup will be presented to the winning jockey. For China ponies that have started in and have not won a race at this meeting and that have not at any time won three flat races, to be ridden by jockeys who have not won five flat races in Hong Kong, China or elsewhere. Weight for inches as per scale. Winners 5 lbs. extra. Jockeys 2 lbs. extra for each flat race won. Entrance \$5.

Mr. Own's Little Thunder (Mr. S. Y. Laing) 1
Mr. Ho Kom Tong's Imperial Hall (Mr. Ho Sai Man) 2
Mr. Ho Sai Man's Shiny Pearl (Mr. S. T. Wong) 3

Also ran:—Abel (Mr. A. E. Arnold); Diana (Dr. J. C. McGowan); Amusement Tax (Yue Shun Wa); Tomato (Yue Yi Chaak); Christmas Belle (Mr. H. C. Lee); Delaware Bay (Mr. E. M. de Roche); Glorious Stag (Mr. W. E. Tingle).
Won by four lengths; a length between second and third.
Time: 2mins. 5.3-5secs.

Pari-mutuel:—
Winners: \$12.90.
Places: \$7.60; \$16.50; \$74.50.

Betting. Win. Place.
Abel 333 637
Imperial Hall 67 133
Diana 81 170
Little Thunder 338 570
Amusement Tax 3 8
Tomato 3 13
Christmas Belle 73 119
Shiny Pearl 13 23
Delaware Bay 27 83
Glorious Stag 34 70

2.—The Exchange Plate: 1 1/4 Miles.

Presented by the Bankers and Exchange Brokers of Hong Kong. Value \$1,000 to winner. Second to receive \$300 and third \$200. For China ponies. Weight for inches as per scale. Winners at this meeting 3 lbs. extra. Ponies that have started in and not won a race of one mile or over at this meeting allowed 3 lbs. Grifins of this meeting allowed 5 lbs. Ponies that have run in at least three extra meetings in Hong Kong during the season 1929, one or more of such meetings previous to July 1, 1929, and one or more subsequent to that date, allowed 5 lbs. Subscription grifins of this meeting allowed 10 lbs. Allowances accumulative. Entrance \$10.

Mr. Ho Kom Tong's Majestic Hall (Mr. T. L. Wong) 1
Mr. John Peel's Royal Flush (Mr. A. J. P. Heard) 2

Also ran:—Shanghai Beau (Mr. T. L. Wong); Gay Toreador (Mr. Collaco); Bridge Hall (Mr. C. Encarnacao); Snaicell (Mr. A. E. Arnold); Mountain Oak (Mr. E. C. Leighton); Martini Cocktail (Mr. G. U. da Rosa); What's Yours (Mr. Y. S. Chang); Blotto (Mr. R. H. Charles).

Won by four lengths; a head between second and third.
Time: 2mins. 35secs.
Pari-mutuel:—
Winners: \$11.00.
Places: \$5.60; \$5.60.

Betting. Win. Place.
Majestic Hall 805 828
King's Courier 210 223
Fair Sport 90 103
Royal Flush 957 959
Chesapeake Bay 98 153

3.—The Hong Kong Derby: 1 1/4 Miles.

A Sweepstakes of \$20 each, \$50 additional for starters, with \$4,000 added. For China ponies, *bond fide* grifins of this meeting. First pony to receive 70 per cent., second 20 per cent., third 10 per cent. of the

total amount. Weight for inches as per scale. Ponies to be ridden by jockeys who have won at least five official flat races in Hong Kong or China, or jockeys approved by the stewards.

Mr. L. Dunbar's Diana Bay (Mr. W. Hill) 1
Mr. Chan Tin Sion's Wisdom Stag (Mr. L. P. Quincey) 2
Messrs. Hynes and Mackie's Peppermint (Mr. F. Noodt) 3

Also ran:—King's Bounty (Mr. Y. M. Haimovitch); Picallili (Mr. Y. S. Chang); Four Clubs (Mr. T. O. Buitel); Chivalrous (Mr. W. Bowling); Windsor Stag (Mr. Knoll).

Won by three lengths; two lengths and a half between second and third.
Time: 2mins. 7secs. (record).

Pari-mutuel:—
Winners: \$6.50.
Places: \$3.40; \$5.90; \$5.90.

Betting. Win. Place.
Wisdom Stag 342 833
Peppermint 308 633
Diana Bay 1,837 1,792
King's Bounty 83 270
Picallili 108 373
Four Clubs 92 85
Chivalrous 21 128
Windsor Stag 24 72

4.—The Subscription Grifins' Challenge Cup: 1 1/4 Miles.

Value \$1,000. For subscription grifins of this meeting. Weight for inches as per scale. To be won two years consecutively by ponies the *bond fide* property of the same owner or owners. Winner to receive \$500 and 70 per cent., second \$300 and 20 per cent., and third \$200 and 10 per cent. of the entrance fees until the Cup is finally won when the second pony will receive 75 per cent. and the third pony 25 per cent. of the entrance fees in addition to the place money. Entrance \$10.

Messrs. Sturt and Lobel's Tango (Mr. F. Noodt) 1
Mrs. Pearce's Tonbridge (Mr. V. M. Haimovitch) 2
Mr. John Peel's Done Again (Mr. A. J. P. Heard) 3

Also ran:—Shanghai Beau (Mr. T. L. Wong); Gay Toreador (Mr. Collaco); Bridge Hall (Mr. C. Encarnacao); Snaicell (Mr. A. E. Arnold); Mountain Oak (Mr. E. C. Leighton); Martini Cocktail (Mr. G. U. da Rosa); What's Yours (Mr. Y. S. Chang); Blotto (Mr. R. H. Charles).

Won by four lengths, two lengths and a half between second and third.
Time: 2mins. 40.3-5secs.

Pari-mutuel:—
Winners: \$16.70.
Places: \$5.20; \$12.90; \$10.

Betting. Win. Place.
Shanghai Beau 147 328
Gay Toreador 147 328
Bridge Hall 1,107 1,363
Done Again 258 542
Snaicell 44 133
Mountain Oak 761 1,432
Tango 10 62
Martini Cocktail 244 443
Tonbridge 175 301
What's Yours 7 50
Blotto 7 50

5.—The Great Southern Stakes: Six Furlongs.

Winner \$750; second \$300; third \$200. For China ponies. Weight for inches as per scale. Winners at this meeting 5 lbs., of two or more races 7 lbs. extra. Grifins allowed 5 lbs. Subscription grifins of this meeting allowed 10 lbs. (Jockey allowance.) Allowances accumulative. Entrance \$10.

Mr. John Peel's Adam (Mr. A. J. P. Heard) 1
Messrs. Lau and Lee's Duke of Chantilly (Mr. Y. S. Chang) 2
Mr. Eve's Boxing Eve (Mr. W. Bowling) 3

Also ran:—King's Courier (Mr. Y. M. Haimovitch); Tarmacadam (Mr. C. E. Backhouse); Orange William (Mr. R. H. Charles).

Won by five lengths; a length between second and third.
Time: 1min. 23secs. (equal record).

Pari-mutuel:—
Winners: \$16.70.
Places: \$5.40; \$6.50; \$5.20.

Betting. Win. Place.
Adam 848 1,365
Boxing Eve 1,710 2,176
King's Courier 190 556
Tarmacadam 34 154
Duke of Chantilly 134 425
Orange Williams 43 148

6.—The Lusitano Cup: One Mile.

Presented by the members of the Club Lusitano. For China ponies *bond fide* grifins of this meeting, with \$500 added. Second \$300, third \$250. Weight for inches as per scale. Subscription grifins of this meeting allowed 5 lbs. All winners 5 lbs. extra. Entrance \$10.

Mr. Dynasty's King's Colour (Mr. V. M. Haimovitch) 1
Mr. Heard's Christmas Frolic (Mr. A. J. P. Heard) 2
Mrs. N. Hashim's Silver Queen (Mr. R. H. Charles) 3

Also ran:—Marquis Hall (Mr. T. L. Wong); Witty Stag (Mr. Y. S. Chang); Gay Caballero (Mr. Collaco); Orlando (Mr. L. Reidy); Grey Dawn (Mr. L. G. Frost); Victory Hall (Mr. C. Encarnacao); Peppercorn (Mr. F. Noodt).

Won by one length and a half; two lengths between second and third.
Time: 2mins. 5.3-5secs.

Pari-mutuel:—
Winners: \$10.40.
Places: \$7.10; \$12.90; \$54.70.

(Continued on Page 3.)

From Top to Toe

Everything from Hats to Shoes in the newest and most approved styles.



Henry Heath and Scott Hats in the most fashionable styles and colours.

Summit Shirts and Collars, white or coloured Poplin and striped Zephyr.

Ties in many beautiful silks, quite a number with Handkerchiefs to match.

Gloves of Chamois leather and Fabric in new shades of greys and fawn.

Socks of Silk, Silk & Wool and Cashmere in various smart plain and ribbed designs.

"K" Shoes in Tan, Black and Patent leather suitable for all occasions.

By our Tailoring department we have a collection of the very latest Spring Suitings as now being shown in the West End of London.

We always have interesting items to show you, and your request to look them over, at any time, carries no obligation whatsoever.

Mackintosh's



HELP YOURSELF TO MCNISH, OLD BOY AND BE PREPARED FOR A TRULY WONDERFUL DRINK!



Note the different flavour of MCNISH—it signifies BETTER QUALITY

MCNISH'S SPECIAL SCOTCH WHISKY

LANE, CRAWFORD, LTD.

Sole Agents for Hong Kong and South China.

POMMERY CHAMPAGNE

The Wine of Kings
The King of Wines



CALDBECK, MACGREGOR & CO., LTD.

(Incorporated under the Companies Ordinances of Hong Kong.)

PRINCE'S BUILDING.

Telephone Central 76.



THIRD DAY RESULTS AND TO-DAY'S SELECTIONS.

(CONTINUED FROM PAGE 2.)

Betting.	Win.	Place.
Marquis Hall	1.011	1.473
King's Colour	1.379	1.886
Witty Stag	908	536
Gay Caballero	98	104
Orlando	17	61
Grey Dawn	6	67
Victory Hall	290	380
Christmas Frolic	92	277
Peppercorn	153	292
Silver Queen	21	80

7.—The Challenge Cup: 1½ Miles.

Value 100 guineas. For China ponies. Weight for inches as per scale. To be won by two years consecutively by a pony or ponies the bona fide property of the same owner or owners. Winner to receive \$750 and 70 per cent., second \$300 and 50 per cent., third \$150 and 10 per cent. of the entrance fees until the Cup is finally won when the second pony will receive 75 per cent. and the third pony 25 per cent. of the entrance fees in addition to the place money. Entrance \$10.

Betting.	Win.	Place.
Mrs. Dunbar's Sitting Bull	1.011	1.473
Mr. Yam Man's Carnival Eve	1.379	1.886
Mr. C. M. Leitao's Ma Kau Siac	908	536
Mr. T. L. Wong	98	104

Also ran:—November (Mr. Stanton); Grand Tattoo Eve (Mr. Reidy).
Won by four lengths, six lengths between second and third.
Time: 3mins. 42.4-secs. (record).
Pari-mutuel:—
Winners: \$6.10.
Places: \$5.20; \$3.70.

Betting.	Win.	Place.
Sitting Bull	2.394	2.234
Carnival Eve	658	820
Ma Kau Siac	154	362
November	30	130
Grand Tattoo Eve	34	151

8.—The Royal Navy Cup: 1½ Miles.

Presented by the Officers of H.M.'s Navy, with \$300 added to the winner, second \$300, third \$200. For subscription griffins of any season. Weight for inches as per scale. Winner of the Garrison Cup at this meeting barred. Other winners at this meeting 7 lbs. extra. Subscription griffins of this meeting allowed 5 lbs. (Jockey allowance).

Betting.	Win.	Place.
African Eve	386	332
Empress Hall	315	248
The Tiger	593	371
Pippin	601	590
The Goods	1,187	1,251

10.—The Gymkhana Stakes: One Mile.

Winner: \$750; second \$300; third \$200. For China ponies that have started in races in at least two extra meetings during the season 1929, and subscription griffins of this meeting. Old ponies: Weight for winner during extra meetings of 1929 of one race 149 lbs. of two races 154 lbs., of three or more races 163 lbs. Non-winners allowed 5 lbs. Winners at this meeting barred. Subscription griffins of this meeting: Weight for winner of one race 144 lbs., of two or more races 149 lbs. Non-winners allowed 4 lbs. (Jockey allowance.) Allowances accumulative. Entrance \$5.

Betting.	Win.	Place.
Messrs. Hynes and Mackie's Pickle	1.011	1.473
Mr. Eve's Boxing Eve	1.379	1.886
Mr. Eve's Misty Eve	908	536
Mr. W. E. L. Shenton	98	104

Also ran:—City Hall (Mr. Collaco); As You Like It (Mr. Enchard); Erin's Isle (Mr. Tingle); Sunning (Mr. T. L. Wong); Buster Prince (Mr. T. L. Wong); Buster (Mr. Fischer); San Francisco (Mr. Lee); Young Pretender (Mr. Haimovitch); Monterey Bay (Mr. Roza); Lock Etive (Mr. Frost); Christmas Chimes (Mr. Heard).
Won by three lengths; three lengths between second and third.
Time: 2mins. 4secs.
Pari-mutuel:—
Winners: \$42.
Places: \$12.00; \$11.80; \$20.00.

11.—The Peking Plate: One Mile.

Winner: \$750; second \$300; third \$200. For China ponies, subscription griffins of this meeting. Weight for inches as per scale. Winners 7 lbs. penalty. (Jockey allowance.) Entrance \$10.
Messrs. Dyer and Beith's Loch Fyne (Mr. L. G. Frost) 1
Mr. Wong Ping Shun's Thracian (Mr. R. H. Charles) 2
Mr. Widdcombe's Peter Guernsey (Mr. V. M. Haimovitch) 3

Gilbey's
CELEBRATED
London
DRY GIN.
Distilled and Bottled by
W. & A. GILBEY.
By Royal Appointment to
His Majesty The King.
Sole Agents:
A. S. WATSON & CO.,
LIMITED.
Wine & Spirit Merchants,
Phone Central 616.

Penalties not accumulative. Allowances accumulative. Entrance \$10.
Mr. John Peel's Nookhall (Mr. L. G. Frost) 1
Messrs. Wayfoong's The Jamaica (Mr. E. C. Leighton) 2
Mr. W. E. L. Shenton's The Pheasant (Mr. G. U. da Roza) 3
Also ran:—Duke of Normandy (Mr. Chang); King's Falloch (Mr. Haimovitch); The Ape (Mr. Harriman); Zephyr (Mr. Arnhold); Armony (Mr. Heard).
Won by a length; one length and a half between second and third.
Time: 2mins. and 44.2-secs.
Pari-mutuel:—
Winners: \$370.40.
Places: \$31.70; \$29.80; \$8.80.

Betting.	Win.	Place.
Duke of Normandy	98	124
King's Falloch	536	1,140
The Ape	530	938
Nookhall	40	161
The Pheasant	1,707	2,280
Zephyr	64	184
The Jamaica	51	181
Armony	278	731

9.—The "Black Rock" Stakes: 1½ Miles.
Winner: \$750; second \$300; third \$200. For China ponies bona fide griffins of this meeting. Weight for inches as per scale. Subscription griffins of this meeting allowed 10 lbs. Winners of one race 5 lbs., of two races 7 lbs., extra, of more than two races, barred. Allowances accumulative. Entrance \$10.
Mrs. K. E. Beith's The Goods (Mr. A. J. P. Heard) 1
Messrs. Tester and Abraham's The Tiger (Mr. G. A. Harriman) 2
Mr. Eve's African Eve (Mr. W. Bowling) 3
Also ran:—Empress Hall (Mr. Enchard); Pippin (Mr. Noodt).
Won by short head; two lengths between second and third.
Time: 2mins. 38.1-secs.
Pari-mutuel:—
Winners: \$12.
Places: \$6.70; \$10.00.

Betting.	Win.	Place.
African Eve	386	332
Empress Hall	315	248
The Tiger	593	371
Pippin	601	590
The Goods	1,187	1,251

10.—The Gymkhana Stakes: One Mile.
Winner: \$750; second \$300; third \$200. For China ponies that have started in races in at least two extra meetings during the season 1929, and subscription griffins of this meeting. Old ponies: Weight for winner during extra meetings of 1929 of one race 149 lbs. of two races 154 lbs., of three or more races 163 lbs. Non-winners allowed 5 lbs. Winners at this meeting barred. Subscription griffins of this meeting: Weight for winner of one race 144 lbs., of two or more races 149 lbs. Non-winners allowed 4 lbs. (Jockey allowance.) Allowances accumulative. Entrance \$5.

Betting.	Win.	Place.
Messrs. Hynes and Mackie's Pickle	1.011	1.473
Mr. Eve's Boxing Eve	1.379	1.886
Mr. Eve's Misty Eve	908	536
Mr. W. E. L. Shenton	98	104

Also ran:—City Hall (Mr. Collaco); As You Like It (Mr. Enchard); Erin's Isle (Mr. Tingle); Sunning (Mr. T. L. Wong); Buster Prince (Mr. T. L. Wong); Buster (Mr. Fischer); San Francisco (Mr. Lee); Young Pretender (Mr. Haimovitch); Monterey Bay (Mr. Roza); Lock Etive (Mr. Frost); Christmas Chimes (Mr. Heard).
Won by three lengths; three lengths between second and third.
Time: 2mins. 4secs.
Pari-mutuel:—
Winners: \$42.
Places: \$12.00; \$11.80; \$20.00.

11.—The Peking Plate: One Mile.

Winner: \$750; second \$300; third \$200. For China ponies, subscription griffins of this meeting. Weight for inches as per scale. Winners 7 lbs. penalty. (Jockey allowance.) Entrance \$10.
Messrs. Dyer and Beith's Loch Fyne (Mr. L. G. Frost) 1
Mr. Wong Ping Shun's Thracian (Mr. R. H. Charles) 2
Mr. Widdcombe's Peter Guernsey (Mr. V. M. Haimovitch) 3

Betting.	Win.	Place.
City Hall	31	44
Misty Eve	107	173
Boxing Eve	737	627
As You Like It	36	61
Erin's Isle	50	89
Sunning	41	64
Pickle	310	542
Our Prince	211	265
Buster	55	120
San Francisco	34	50
Young Pretender	123	278
Monterey Bay	731	1,367
Lock Etive	25	66
Christmas Chimes	404	629

11.—The Peking Plate: One Mile.
Winner: \$750; second \$300; third \$200. For China ponies, subscription griffins of this meeting. Weight for inches as per scale. Winners 7 lbs. penalty. (Jockey allowance.) Entrance \$10.
Messrs. Dyer and Beith's Loch Fyne (Mr. L. G. Frost) 1
Mr. Wong Ping Shun's Thracian (Mr. R. H. Charles) 2
Mr. Widdcombe's Peter Guernsey (Mr. V. M. Haimovitch) 3

12.—The Peking Plate: One Mile.

Winner: \$750; second \$300; third \$200. For China ponies, subscription griffins of this meeting. Weight for inches as per scale. Winners 7 lbs. penalty. (Jockey allowance.) Entrance \$10.
Messrs. Dyer and Beith's Loch Fyne (Mr. L. G. Frost) 1
Mr. Wong Ping Shun's Thracian (Mr. R. H. Charles) 2
Mr. Widdcombe's Peter Guernsey (Mr. V. M. Haimovitch) 3

Betting.	Win.	Place.
City Hall	31	44
Misty Eve	107	173
Boxing Eve	737	627
As You Like It	36	61
Erin's Isle	50	89
Sunning	41	64
Pickle	310	542
Our Prince	211	265
Buster	55	120
San Francisco	34	50
Young Pretender	123	278
Monterey Bay	731	1,367
Lock Etive	25	66
Christmas Chimes	404	629

Also ran:—Duke of Urga (Mr. Chang); Bay of Astoria (Mr. Hill); Gay Picador (Mr. Collaco); Sonny Boy (Mr. Harriman); Iron Blood (Mr. Ip Kui Ying); Ah Suen (Mr. Backhouse); Tombola (Mr. Reidy); Sixty (Mr. Stanton); Catalan (Mr. Knoll); Peter Guernsey (Mr. Haimovitch); Pineapple (Mr. Noodt); Hong Kong Beau (Mr. Liang); Duncie (Mr. Heard); Sunrise Eve (Mr. Bowling); First Key (Mr. Roza); Plainstain (Mr. Tingle); Loch Fyne (Mr. Frost); Strathray (Mr. Arnhold); Teuchit (Mr. Encarnacao); Happy Day (Mr. Botelho); Tigho (Mr. Leighton); Arabian Sea (Mr. Wong); Thracian (Mr. Charles).
Won by three lengths; two lengths between second and third.
Time: 2mins. 5secs.
Pari-mutuel:—
Winners: \$55.20.
Places: \$17.10; \$13.10; \$10.00.

Betting.	Win.	Place.
Duke of Urga	96	50
Bay of Astoria	90	138
Gay Picador	13	23
Sonny Boy	65	148
Iron Blood	40	70
Ah Suen	45	43
Tombola	28	40
Sixty	29	31
Catalan	220	392
Peter Guernsey	473	605
Pineapple	70	174
Hong Kong Beau	16	35
Duncie	226	343
Sunrise Eve	41	38
First Key	23	36
Plainstain	20	35
Loch Fyne	212	275
Strathray	240	373
Teuchit	34	120
Happy Day	33	129
Tigho	23	29
Arabian Sea	299	392
Thracian	285	441

13.—The Peking Plate: One Mile.
Winner: \$750; second \$300; third \$200. For China ponies, subscription griffins of this meeting. Weight for inches as per scale. Winners 7 lbs. penalty. (Jockey allowance.) Entrance \$10.
Messrs. Dyer and Beith's Loch Fyne (Mr. L. G. Frost) 1
Mr. Wong Ping Shun's Thracian (Mr. R. H. Charles) 2
Mr. Widdcombe's Peter Guernsey (Mr. V. M. Haimovitch) 3

Betting.	Win.	Place.
Duke of Urga	96	50
Bay of Astoria	90	138
Gay Picador	13	23
Sonny Boy	65	148
Iron Blood	40	70
Ah Suen	45	43
Tombola	28	40
Sixty	29	31
Catalan	220	392
Peter Guernsey	473	605
Pineapple	70	174
Hong Kong Beau	16	35
Duncie	226	343
Sunrise Eve	41	38
First Key	23	36
Plainstain	20	35
Loch Fyne	212	275
Strathray	240	373
Teuchit	34	120
Happy Day	33	129
Tigho	23	29
Arabian Sea	299	392
Thracian	285	441

14.—The Peking Plate: One Mile.
Winner: \$750; second \$300; third \$200. For China ponies, subscription griffins of this meeting. Weight for inches as per scale. Winners 7 lbs. penalty. (Jockey allowance.) Entrance \$10.
Messrs. Dyer and Beith's Loch Fyne (Mr. L. G. Frost) 1
Mr. Wong Ping Shun's Thracian (Mr. R. H. Charles) 2
Mr. Widdcombe's Peter Guernsey (Mr. V. M. Haimovitch) 3

Betting.	Win.	Place.
Duke of Urga	96	50
Bay of Astoria	90	138
Gay Picador	13	23
Sonny Boy	65	148
Iron Blood	40	70
Ah Suen	45	43
Tombola	28	40
Sixty	29	31
Catalan	220	392
Peter Guernsey	473	605
Pineapple	70	174
Hong Kong Beau	16	35
Duncie	226	343
Sunrise Eve	41	38
First Key	23	36
Plainstain	20	35
Loch Fyne	212	275
Strathray	240	373
Teuchit	34	120
Happy Day	33	129
Tigho	23	29
Arabian Sea	299	392
Thracian	285	441

15.—The Peking Plate: One Mile.
Winner: \$750; second \$300; third \$200. For China ponies, subscription griffins of this meeting. Weight for inches as per scale. Winners 7 lbs. penalty. (Jockey allowance.) Entrance \$10.
Messrs. Dyer and Beith's Loch Fyne (Mr. L. G. Frost) 1
Mr. Wong Ping Shun's Thracian (Mr. R. H. Charles) 2
Mr. Widdcombe's Peter Guernsey (Mr. V. M. Haimovitch) 3

16.—The Peking Plate: One Mile.

Winner: \$750; second \$300; third \$200. For China ponies, subscription griffins of this meeting. Weight for inches as per scale. Winners 7 lbs. penalty. (Jockey allowance.) Entrance \$10.
Messrs. Dyer and Beith's Loch Fyne (Mr. L. G. Frost) 1
Mr. Wong Ping Shun's Thracian (Mr. R. H. Charles) 2
Mr. Widdcombe's Peter Guernsey (Mr. V. M. Haimovitch) 3

Betting.	Win.	Place.
Duke of Urga	96	50
Bay of Astoria	90	138
Gay Picador	13	23
Sonny Boy	65	148
Iron Blood	40	70
Ah Suen	45	43
Tombola	28	40
Sixty	29	31
Catalan	220	392
Peter Guernsey	473	605
Pineapple	70	174
Hong Kong Beau	16	35
Duncie	226	343
Sunrise Eve	41	38
First Key	23	36
Plainstain	20	35
Loch Fyne	212	275
Strathray	240	373
Teuchit	34	120
Happy Day	33	129
Tigho	23	29
Arabian Sea	299	392
Thracian	285	441

17.—The Peking Plate: One Mile.
Winner: \$750; second \$300; third \$200. For China ponies, subscription griffins of this meeting. Weight for inches as per scale. Winners 7 lbs. penalty. (Jockey allowance.) Entrance \$10.
Messrs. Dyer and Beith's Loch Fyne (Mr. L. G. Frost) 1
Mr. Wong Ping Shun's Thracian (Mr. R. H. Charles) 2
Mr. Widdcombe's Peter Guernsey (Mr. V. M. Haimovitch) 3

18.—The Peking Plate: One Mile.

Winner: \$750; second \$300; third \$200. For China ponies, subscription griffins of this meeting. Weight for inches as per scale. Winners 7 lbs. penalty. (Jockey allowance.) Entrance \$10.
Messrs. Dyer and Beith's Loch Fyne (Mr. L. G. Frost) 1
Mr. Wong Ping Shun's Thracian (Mr. R. H. Charles) 2
Mr. Widdcombe's Peter Guernsey (Mr. V. M. Haimovitch) 3

Betting.	Win.	Place.
Duke of Urga	96	50
Bay of Astoria	90	138
Gay Picador	13	23
Sonny Boy	65	148
Iron Blood	40	70
Ah Suen	45	43
Tombola	28	40
Sixty	29	31
Catalan	220	392
Peter Guernsey	473	605
Pineapple	70	174
Hong Kong Beau	16	35
Duncie	226	343
Sunrise Eve	41	38
First Key	23	36
Plainstain	20	35
Loch Fyne	212	275
Strathray	240	373
Teuchit	34	120
Happy Day	33	129
Tigho	23	29
Arabian Sea	299	392
Thracian	285	441

THE CASH SWEEPS.

Race 1.	No.	Win.	Place.
No. 287	1.011	1.473	1.886
No. 304	908	536	104
\$50 tickets:—Nos. 338, 78, 338, 40, 286, 523, 571.			

Race 2.	No.	Win.	Place.
No. 65	2.394	2.234	2.234
No. 273	658	820	820
\$50 tickets:—Nos. 417, 297.			

Race 3.	No.	Win.	Place.
No. 1388	\$6,450.00		
No. 1887	2,700.00		
No. 1190	1,350.00		
\$100 tickets:—Nos. 1020, 775, 1013, 954, 1012.			

Race 4.	No.	Win.	Place.
No. 833	\$2,923.80		
No. 975	\$35.80		
No. 238	417.60		
\$50 tickets:—Nos. 320, 148, 545, 631, 521, 708, 574, 412.			

Race 5.	No.	Win.	Place.
No. 1093	\$5,621.00		
No. 1829	1,600.00		
No. 1967	803.00		
\$50 tickets:—Nos. 1250, 109, 1693, 1233, 1688, 129, 1278.			

Race 6.	No.	Win.	Place.
No. 149	\$6,184.20		
No. 663	1,481.20		
No. 598	740.60		
\$50 tickets:—Nos. 1398, 498, 1313, 1233, 1688, 129, 1278.			

SHOPPING GUIDE

FELIX HAT SHOP

SPRING SALE
FRIDAY FEB. 7
Wonderful Bargains
for Every Woman.
7, Ice House St.

Holande Sarrault

MODES-COUTURE
HAS REMOVED TO
3rd Floor, PEDDER BUILDING
ROOM No. 3
TELEPHONE C. 2252

A SEK & CO.

PHOTO-SUPPLIES
23A, DES VŒUX RD. C. TEL. C. 3459

NAKAMURA

MASSAGE
No. 3, LEE TUNG STREET,
1st Floor, WANGHAI
HONG KONG.

RADIO SUPPLIES

ELECTRIC GRAMOPHONES
AND MOTORS
SUPER ELTO OUTBOARD
MOTORS
RUDGE-WORTH
MOTOR CYCLES
TENNIS RACKETS
RUDOLF WOLFF & KEW, LTD.
54, QUEEN'S ROAD CENTRAL.
1st Floor. TEL. C. 2173

Mackintosh's

Men's Wear Specialists.
Alexandra Bldg. Des Vœux Road.

Fresh Flowers, Fruit and Vegetables

The Clover Flower Shop

10, ICE HOUSE STREET

REMOVED TO

74, QUEEN'S ROAD C.

DER A. WING & CO. (1923), LTD.

Madame S. LEITE

Ladies' Wear Specialist.
NEW SATINS AND LACE
BRIDAL VEILS OF BRUS-
SELS NET AND TULLE.
ASIATIC BUILDING. 1st Floor
TELEPHONE C. 4474

DAINTY SHOES

OF EVERY DESCRIPTION
MADE TO ORDER
AT MODERATE PRICES.



ROYAL SHOE STORE

No. 1, D'AGUILAR STREET,
HONG KONG.
Telephone C. 3237.

POWELL'S

Gentlemen's Tailors
and Outfitters.

BESPOKE ORDERS
Executed in 24 Hours.

10, ICE HOUSE STREET.

People Who Advertise

Invite Inspection
of their Stocks.

R. S. V. P.

HONGKONG HOTEL

FOR CAR HIRE

For Hong Kong: C. 4758
For Kowloon: K. 681

THE DAIRY FARM

10, ICE HOUSE STREET

FOR PURE MILK

FARM AND
IMPORTED FROZEN
MEATS.

HOUSE FID POULTRY

PERMANENT WAVING

The Most Up-to-date
Beauty Shop in Town.
MRS. BETEN. TEL. K. 681.
PENINSULA HOTEL EX. 34

A. YUN

TAILOR & OUTFITTER

40, POTTINGER STREET, CENTRAL
TEL. C. 6060. HONG KONG.

CORRESPONDENCE.

CHURCH AND PEOPLE.

[TO THE EDITOR OF THE "HONG KONG
DAILY PRESS."]

SIR,—As an interested observer
of the work of the Churches, I
have been waiting to see what re-
sponse your readers would make to
the very kindly suggestion made in
your editorial columns that they
should express their views on the
opinions expressed last week at
the Diocesan Conference regarding
the general attitude of the ordinary
man to current religious appeal.

Up to now I have not seen a
single letter in your columns.
Not only did you invite discus-
sion, but the clergy expressed a
very keen desire to learn from their
parishioners what was wrong—for
obviously there is something wrong.
I realise, of course, that there is
a certain amount of activity this
week along the Happy Valley sec-
tor, and perhaps after those opera-
tions have been carried out accord-
ing to plan, some of your readers
will turn their attention to things
that really matter—Yours, etc.,
INTERESTED.

Hong Kong, Feb. 24.

PORT AND STARBOARD.

[TO THE EDITOR OF THE "HONG KONG
DAILY PRESS."]

SIR,—In this matter of helm
orders I can only testify to the re-
collection of a good many years
ago, but I am quite sure that the
illogical contradiction of helm
orders were a constant source of
worry to quartermasters in the
Royal Navy.
They could not be obeyed instinc-
tively, and as the old fellow you
applied quote in your leader, put it,
without thinking. In the Navy a
petty officer might be captain of
the top in one ship, picket-boat
coxswain in the next, in charge of
boys in the next, and then given a
turn as quartermaster. Thus the
quartermaster was not really se-
conded to the irritating "catch" of
helm orders. For his first few
watches he had very much to think
—and he was liable to think wrong.
There is no need to dwell on pos-
sible consequences to the ship, but
the men had fairly definite ideas
as to what would happen to them-
selves.
"If I put that helm, wrong way,
sir?" said one to the writer.
"Why, the Captain would disre-
spect me on the spot."
I only once saw the helm put the
wrong way. We were manoeuvring
with the fleet at the time.
"Port fifteen," came the Cap-
tain's order. Then quickly, "Port
twenty."
"You've got the helm the wrong
way, man! Officer of the watch.
Remove the quartermaster from the
wheel, and put him under arrest."
The man's distress was over-
whelming. Five minutes later Cap-
tain Mark Kerr (now an Admiral on
the retired list) one of the kindest-
men in the Fleet, as he left
the bridge, said:—"Navigating
Commander, speak rather severely
to that man, and then let him take
the wheel again."—Yours, etc.,
X.N.O.

Hong Kong, Feb. 25.

MR. PATTENDEN'S DEPARTURE.

[TO THE EDITOR OF THE "HONG KONG
DAILY PRESS."]

SIR,—Mr. W. L. Pattenden is
leaving the Colony on retirement,
after thirty years' indefatigable
service to the community in general
and to the Church of England in
particular. It has been decided to
make Mr. Pattenden a presentation
from the Cathedral congregation,
and invitations to subscribe to the
presentation fund have been sent
to all those whose names are on the
Cathedral Electoral Roll.
There may be many others in the
Colony who would like to be as-
sociated with the presentation, and
we therefore ask for the hospitality
of your columns to make known
that subscriptions to the fund may
be sent to Mr. P. S. Cassidy, c/o
Messrs. John D. Hutchison & Co.
It is proposed to make the pre-
sentation to Mr. Pattenden in the
Cathedral Hall on Thursday, March
13. Further notice will appear later
in the advertisement columns of
the Press.—Yours, etc.,
ALFRED SWANN,
Dean.
P. S. CASSIDY.
Hong Kong, Feb. 25.

ADVICE FOR INVESTORS.

READERS are reminded
that inquiries relating to
the share market are answer-
ed on page 11 every Tuesday
by "Kufan." Letters should
be sent to this office, and must
be accompanied by writer's
name and address, not for
publication. Letters should be
addressed to "Kufan," care of
the Editor.

INTIMATIONS.

HONG KONG JOCKEY CLUB.

RACE MEETING 1930.

22nd, 24th, 25th, 26th FEBRUARY
AND 1st MARCH, 1930.

ON SATURDAY, 22nd FEBRU-
ARY, the FIRST RACE will be
Run at 2 P.M., and on All Other Days
at 12 O'CLOCK NOON. On the First
Day, the First Bell will be Ring at 1.30
P.M., and on the Other Four Days at
11.30 A.M.

MEMBERS' BADGES AND ENCLOSURE.

Members' Badges may be obtained
by those Members who have not already
received them on Application to the
SECRETARY.

Such Badges will also ensure Admis-
sion to all Extra Race Meetings during
1930.

Members are Notified that They and
Their Ladies must Wear their Badges
prominently displayed.

No One Without a Badge will be
admitted to the Members' Enclosure.

Badges Admitting Non-members to
the Members' Enclosure and Club Rooms
at \$10 Per Day or \$40 for the Meeting
(Ladies \$4 and \$16 respectively), are
obtainable through the SECRETARY,
upon Introduction by a Member, such
Member to be Responsible for Payment
of all Charges.

Badges Admitting to Members' En-
closure will Not be On Sale at the Race
Course.

Members can obtain, upon Applica-
tion to the SECRETARY, Badges
(Limited to Two) for the Free Admission
to the Members' Enclosure of Wives,
Lady Relatives and Friends. Names
must be stated when applying.

On No Pretence will Children be per-
mitted in either Enclosure during the
First Four Days of this Meeting.

PUBLIC ENCLOSURE.

The Price of Admission to the Public
Enclosure is \$3 Per Day for All Persons
including Ladies, and is Payable at the
Gate.

Soldiers and Sailors in Uniform are
Admitted to the Public Enclosure at \$1
Per Day.

Bookmakers, Tipsters, etc., will
Not be Permitted to operate within the
Precincts of the Hong Kong Jockey
Club during the Race Meeting.

SERVANTS' PASSES.

Passes for Servants will be issued
on Application to MESSRS. LINSTED
& DAVIS, ALEXANDRA BUILDINGS.

Employers are requested to distribute
them with Discrimination and to
Endorse their Names on the Passes.

Servants are Not Permitted in the
Members' Enclosure Except for passing
through on their Duties, but must re-
main in their Employers' Stands.

Any Persons found loitering with
Servants' Passes in their possession will
Forfeit the Same and will be Removed
from the Enclosure.

By Order,
C. B. BROWN,
Secretary.

Hong Kong, 10th Feb., 1930. [9006]

HONG KONG JOCKEY CLUB.

**DRAFT Programmes and Entry
Forms for the FIRST EXTRA
RACE MEETING to be held on
SATURDAY, 28th MARCH, 1930**

(Weather Permitting), may be obtained
at the Race Course, Hong Kong Club,
and CANTONWAY, 2nd FLOOR.
Entries CLOSE at 12 O'CLOCK
NOON on MONDAY, 2nd MARCH,
1930. [9053]

PUBLIC AUCTION.

THE Undersigned have received
Instructions

To Sell By

PUBLIC AUCTION

ON

FRIDAY, FEBRUARY 28,

COMMENCING AT 11 A.M.

At No. 2B, ARBEND BUILDINGS,
KOWLOON.

**A QUANTITY OF VALU-
ABLE HOUSEHOLD
FURNITURE.**

Comprising—

Chesterfield Couch & Armchair,
Rocking Chair, Teak Cabinet, Teak
Desk, Teak Cupboard with Glass
Shelves, Carpet, Cushions, Curtain,
Ornament, etc., etc.

Teak Dining Table, Teak Sideboard,
Teak Chairs, Teak Card Table, Screen,
Pictures, Filter, etc., etc.

Teak Bedstead, Wardrobe with
Bevelled Mirror Doors, Teak Dressing
Table, Linen Cupboard, Chest of
Drawers, Mahjong Table, etc., etc.

Electric Fittings and Bathroom
Fixtures

Also

ONE PIANO, GRAMAPHONE
VICTOR IX

and

ONE WHITE FROST
(Most of the above Furniture made
by LANE, CRAWFORD, LTD.)

ON VIEW FROM THURSDAY, the
27th FEBRUARY, 1930.

TERMS—CASH ON DELIVERY.

**LAMMERT BROS.,
AUCTIONEERS.**

LAMMERTS AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received
Instructions

To Sell By

PUBLIC AUCTION

ON

WEDNESDAY, FEB. 26,

COMMENCING AT 10.30 A.M.

At No. 17, JORDAN ROAD
(Top Floor), KOWLOON.

**A QUANTITY OF VALU-
ABLE HOUSEHOLD
FURNITURE.**

ON VIEW FROM TUESDAY, the
25th FEBRUARY, 1930.

TERMS—CASH ON DELIVERY.

**LAMMERT BROS.,
AUCTIONEERS.**

PUBLIC AUCTION.

THE Undersigned have received
Instructions

To Sell By

PUBLIC AUCTION,

ON

WEDNESDAY, FEB. 26,

COMMENCING AT 11.30 A.M.

At No. 86A, NATHAN ROAD
(Top Floor), KOWLOON.

**A QUANTITY OF VALU-
ABLE HOUSEHOLD
FURNITURE.**

and

ONE PIANO BY MOUTRIE.

ON VIEW FROM TUESDAY, the
25th FEBRUARY, 1930.

TERMS—CASH ON DELIVERY.

**LAMMERT BROS.,
AUCTIONEERS.**

PUBLIC AUCTION.

THE Undersigned have received
Instructions

To Sell By

PUBLIC AUCTION

ON

THURSDAY, FEB. 27,

COMMENCING AT 11 A.M.

At No. 10, PEAK MANSION,

**A QUANTITY OF VALU-
ABLE HOUSEHOLD
FURNITURE.**

Comprising—

Teak Dining Table, Teak Side-
board, Teak Dinner Waggon, Teak
Cabinet, Chairs, Tintain Carpet,
Curtains, Chiming Clock, Ornaments,
etc., etc.

Also

Teak Twin Beds, Teak Dressing
Table, Teak Wardrobe with Bevelled
Mirror Door, Teak Chest of Drawers,
Table Fans, Radiator, Electric Fit-
tings, etc.

Also

**A QUANTITY OF RED LACQUER
WARE & BLACKWOOD WARE.**

ON VIEW FROM WEDNESDAY, the
26th FEBRUARY, 1930.

TERMS—CASH ON DELIVERY.

**LAMMERT BROS.,
AUCTIONEERS.**

PUBLIC AUCTION.

THE Undersigned have received
Instructions

To Sell By

PUBLIC AUCTION

ON

THURSDAY, FEB. 27,

COMMENCING AT 2.30 P.M.

At No. 3, AIGBUETH HALL,
MAY ROAD,

**A QUANTITY OF VALU-
ABLE HOUSEHOLD
FURNITURE**

and

ONE GRAND PIANO
By F. DORNER & SONS.

ON VIEW FROM WEDNESDAY, the
26th FEBRUARY, 1930.

TERMS—CASH ON DELIVERY.

**LAMMERT BROS.,
AUCTIONEERS.**

QUALITY WITH INTEGRITY

LANE, CRAWFORD, LTD.

THE DEPARTMENTAL STORE OF THE EAST.

TEL. C. 4587 (6 LINES). EXCHANGE BUILDING.

Tak Cheong

Gentlemen's Tailors, Outfitters
and Dealers in all kinds
of Fancy Goods

50, QUEEN'S ROAD CENTRAL
PHONE CENT. 1317

A SUIT IS NOT A SUIT
UNLESS THE CUT IS PERFECT
AND FOR PERFECT CUT
GO TO

AHMED DIN

4, D'AGUILAR ST.
KOWLOON BRANCH
PENINSULA HOTEL.

AUCTION!

IF YOU ARE FURNISHING
AND WANT TO PICK UP
GOOD PIECES OF EITHER
EUROPEAN OR ORIENTAL
MAKE AT ADVANTAGEOUS
PRICE, GO TO

LAMMERT BROS., DUDELL STREET

HAVE YOUR EYES

TESTED AND

FRAMES FITTED

By

THE HONGKONG OPTICAL CO.

Qualified Opticians

53, QUEEN'S ROAD C. TEL. C. 2232

J. Obblmann & Co.

High Class Jewellers

Est. 1860

Alexandra Bldg. Chater Road.

FRIGIDAIRE



SOLE AGENTS

DODWELL & Co., Ltd.

QUEEN'S BUILDING. TEL. C. 1030

14, ICE HOUSE STREET

TEL. C. 4035

BRUNSWICK HOUSE

BRUNSWICK

PANATROPES

AND

RECORDS

14, ICE HOUSE STREET

TEL. C. 4035

BRUNSWICK HOUSE

BRUNSWICK

PANATROPES

AND

RECORDS

14, ICE HOUSE STREET

TEL. C. 4035

BRUNSWICK HOUSE

BRUNSWICK

PANATROPES

A DELIGHTFUL TREAT!!

Chocolates Freshly-made Each Morning in Our Own Bakeries

\$2.75 lb.

Large Assortment including:-

Chocolate Pineapple
Truffles
Ginger
Peppermint
Creams
Apricotines
Biscuitines
Walnuts
Toffee
Milk Caramels, etc.

LANE, CRAWFORD, LTD.

New, Unrivalled, Life-like Are These Victor Red Seal Recordings

One of the most masterly Victor Records of all time is Bloch's Concerto Grosso, which Fabien Sevitzky and the Philadelphia Chamber String Sinfonietta have recorded for release this month. Here is music that vitalizes the powers of the small string orchestra to the utmost; here is a recording that couples high genius with flesh-and-blood reality! To keep it company is a truly inspiring and entirely complete recording of *The Pirates of Penzance*, performed by the Rupert D'Oyly Carte-Light Opera Company and Orchestra. Crystal-clear diction, bright and sparkling interpretation, place this album of Victor Records among the best within recent times. There are a large number of other Red Seal Records which you will want to hear and keep forever. You are cordially invited to hear them on our Victor Radio-Electrola.

MUSICAL MASTERPIECE

Concerto Grosso (Ernest Bloch)
Arioso (Bach) FABIEN SEVITZKY AND PHILADELPHIA CHAMBER STRING SYMPHONETTA
In Album M-66 (Nos. 9596-9599). AM-66 (Nos. 9599-9601). On 8 Double-Faced Victor Records with Explanatory Folder. List Price, \$5.00.

CONCERT SERIES

The Pirates of Penzance (Gilbert-Sullivan)
RUPERT D'OYLY CARTE LIGHT OPERA COMPANY AND ORCHESTRA
In Album C-6 (Nos. 9607-9617). AC-6 (Nos. 9618-9623). On 11 Double-Faced Victor Records with Libretto. List Price, \$16.50.

Christian Science Hymns Album

FLORENCE MIDDACH (Composer)—CLAUDE E. SAUNIER (Organist)
In Album C-7 (Nos. 4171-4172—4239-4240). On 4 Double-Faced Victor Records. List Price, \$5.50.

RED SEAL RECORDS

Clavellitos (Carnations) (Valverde)
2. Estrellita (Little Star) (Ponce)
Russian Nightingale Song (Alshof)
AMELIA GALLI-CURCI
No. 1440, 10-inch
Beau Soir (Evening Fair)
(Bourget-Dobinsky)
Ciel de Lune (The Wishtful Moon)
(Verdine-Sale, Op. 33, No. 1)
No. 1439, 10-inch
Phedre-Overture—Parts 1 and 2
(Massenet)
ALFRED HERTZ AND
SAN FRANCISCO SYMPHONY ORCHESTRA
No. 7154, 12-inch
Sonata—Largo (Eccles-Koussevitzky)
Chanson Triste (Koussevitzky, Op. 2)
SERGE KOUSSEVITZKY
No. 7159, 12-inch
Sonata in G Major (Beethoven)
Op. 30, No. 3 Violin and Piano
FRITZ KREISLER-SERGE RACHMANINOFF
Nos. 8163 and 8164, 12-inch
Faut—Le veau d'or (Calf of Gold)
(Gomodo)
Norma—Ah! del Tetro (Haughty Roman)
ERIO PINZA OPERA CHORUS
No. 8063, 12-inch
Pesca d'amore (Love's Angling)
(Braccio-Barthelmy)
Ce sera 'na vota (Raccontino)
(V. de Crescenzo) TITO SCIPPA
No. 1438, 10-inch
Fête-Dieu à Séville—Parts 1 and 2
(Holiday in Seville) (Albeniz)
LEO OLD STOKOVSKI AND THE
PHILADELPHIA ORCHESTRA
No. 7158, 12-inch

S. Moutrie & Co., Ltd

(Victor Distributors)

Chater Road.

CLASSIFIED ADVERTISEMENTS.

FOR SALE.

ONE Long and Short Wave Wireless Set, 8 Valves (6 Volts), Capable of receiving Shanghai, Manila, Japan, etc. Complete with all accessories. What offer?—Apply Box No. 9080, c/o Hong Kong Daily Press. [9080]

ONE Storage Battery (6 Volts) Almost New and "N. O. Co." (6 Valves—5 Volts) What offer? For particulars please apply to Box No. 9081, c/o Hong Kong Daily Press. [9081]

WASHBURN MANDOLINE, in Good Condition. Can be seen by Appointment. Reasonable Offer Accepted.—Box 9076, c/o Hong Kong Daily Press. [9076]

1925 MORRIS COWLEY, Four Seater, Owner-driven, Warranted in Perfect Mechanical Condition.—\$700.—J. A. FRASER, Tairs. [9079]

HOUSES TO LET.

TO LET—Modern HOUSE on TUE PEAK. Available in MARCH or APRIL. 3 Bedrooms and Bathrooms. Short or Long Lease.—Apply Box 9023, c/o Hong Kong Daily Press. [9023]

TO LET—From FIRST MARCH, FLAT, No. 2, KILLER COURT, PEAK. Four Rooms, Bath, Kitchen, Separate Kitchen, Servants' Quarters. All Modern Conveniences. Moderate Rent.—Apply DEACONS. [9029]

TO LET—FLAT From 1st MARCH, No. 1, YU KWONG TERRACE, 1st Floor, HAPPY VALLEY. 2 Large Rooms, 1 Bathroom, Servants' Room, and Kitchen. Rent: \$50 Per Month. Apply MESSRS. THOMSON & CO., YORK BUILDING, CHATER ROAD. [9071]

GODOWN TO LET.

A GODOWN at WHITEFIELD ROAD, About 2,500 Square Feet Next to KWONG SANG HONG GLASS FACTORY. Please apply KWONG SANG HONG, Ltd. [9001]

WANTED.

WANTED to Rent or to Purchase a Method at REPULSE BAY.—Please apply to Box No. 9062, c/o Hong Kong Daily Press. [9062]

APARTMENT WANTED.

ROOM with Board Wanted by Eurasian Bachelor. Moderate Terms and Quiet Locality desired on HONG KONG SIDE.—Write Box 9077, c/o Hong Kong Daily Press. [9077]

WANTED—Small Unfurnished FLAT, HAPPY VALLEY or CAUSEWAY BAY District.—Apply Box 9002, c/o Hong Kong Daily Press. [9002]

THE RENDITION OF WEI-HAI-WEI.

(CONTINUED FROM PAGE 1.)

for such time as Port Arthur remained in the possession of Russia, as an offset and check to the designs of more aggressive Powers. No one at that time—least of all the statesmen of Peking and St. Petersburg—for a moment supposed that the Russian lease would not be renewed in due course. There was, in fact, no limit to Russian ambition—neither the Great Wall on the one side, nor the Yalu River on the other, nor the Japanese proposal that one Power should have a free hand in Manchuria, the other in Korea, was scornfully turned down.

Britain Blocks Russia.

There remained opposition from the British whose interests in China were and are purely commercial, and we find Count Muraviev querulously complaining to the British Ambassador at St. Petersburg, "It was England alone that made difficulties and stood in the way of Russia." A first-class war in Europe was out of the question but there was a vulnerable spot, an Achilles' heel, at the other end and presently there arose on the eastern horizon "a little cloud out of the sea, like a man's hand," precursor of a storm that was to have startling and unexpected results.

Meanwhile, with misplaced reliance on a single line of railway some thousands of miles in length, Russian aggression marched on, and the total expenditure on the fortification of Port Arthur, the development of Dalian and railway construction in Manchuria, probably exceeded 200,000,000—say, three to four times the amount spent by Germany on Tsingtao and the Shantung Railway.

A 25-Year Lease.

In these circumstances no one outside Bedlam would have ventured to contend 30 years ago that Russia did not intend, or that China did not expect, an extension of the Port Arthur lease to 99 years, if not in perpetuity; and it would not be difficult to fill a column, or two, of the ordinary newspaper with a list of the assurances—official and unofficial, verbal and written—which local Britons have received to allay natural anxiety respecting the British tenure of Wei-hai-wei. Nevertheless, shortly after the Washington Conference, an individual in a responsible position and apparently in full possession of his faculties, did in fact put forward an extraordinary contention, since repeated by others. The tenure of Wei-hai-wei was for 25 years, terminating in 1923; the Briton who made his home and invested capital here must have been aware of the fact: he gambled on the future and lost—a common occurrence in everyday life: he had made his bed and should lie on it. This line of argument would seem to imply that official assurances are unreliable and is, for that reason, the more absurd.

The Russo-Japanese War.

The Anglo-Japanese Alliance kept the ring clear and the two Powers, France and Germany, who on a previous occasion had intervened with Russia to deprive Japan of the spoils of war, now found it convenient to assume the rôle of passive, if interested, spectators. The annihilation of her fleets at sea, military disasters at Port Arthur and on the plains of Manchuria, pricked the bubble of Russian reputation: the Colossus of the North hulked in the quest for ice-free ports and general domination in the Far East, was driven back to colder regions: China was saved from disintegration—a historical fact,

which has yet to receive due recognition at Nanking; and Port Arthur passed into the possession of Japan, the term of the lease being subsequently increased to, I believe, 100 years—one of the "twenty-one demands."

Fine Legal Points.

The legal purist with an eye on the actual working of the Wei-hai-wei Convention (1898) will be justified in contending that the British tenure of Wei-hai-wei should have terminated in 1905 when Port Arthur ceased to be Russian; the ordinary lawyer will agree that what is known as "equity" tends to modify a too strict interpretation of the written law: the man in the street would like to import a little common sense into the discussion. (The British Government's view was expressed in the official statement in the House of Commons (February, 1906). "It is not considered that the transfer of the Russian lease of Port Arthur to Japan has made any change in the present status of Wei-hai-wei, which is leased to His Majesty's Government and no action is at present contemplated with regard to the lease." Part of an official communication (May, 1906) to the writer from the British Legation, Peking, reads, "... rumours respecting arrangements for restoring Wei-hai-wei to China are unfounded, no negotiations on the subject having been even suggested as yet by either side." A subsequent letter from the same source (July, 1906) concludes with the sentence, "Sir Ernest Satow directs me to inform you that such rumours should be entirely disregarded."

It is clear that China raised no objection, made no immediate protest against the British view as expressed in Parliament. What more natural and logical in these circumstances than the assertion of the Commissioner of Wei-hai-wei that the British lease would continue "all such time as Port Arthur shall remain in the possession of another Power? British prestige demands it."

The Washington Conference.

A hitch occurred at the Washington Conference—a dispute over the Japanese occupation of ex-German territory—and it was of the highest importance that the difficulty should be removed. Hence we have the British offer of withdrawal from Shantung, if Japan would do likewise. It can be stated with confidence that not a single delegate at the Conference for a moment supposed that Britain was offering territory the legal title to which had lapsed 17 years before, or according to another view, was due to expire in a few months. On the contrary, Lord Balfour's offer is said to have caused a "sensation"; it was described as a "generous gesture"; and China's representatives at the Conference and in London formally thanked the British Government for its generosity.

In passing, it might be noted that the display at Wei-hai-wei of a little of the same generosity that flowed so freely at Washington would not only receive the fullest appreciation, but would probably not offend generally accepted notions of public morality and decency. The Conference was successful: the agreement regarding the limitation of naval armaments has effected and will continue to effect very substantial savings in national expenditure: and there seems the less reason for anything approaching parsimony.

What of the Future.

In a part of the world where the unexpected so often happens it is not safe to prophesy or dogmatize regarding the future, but the opinion of an old resident, who has watched the development of Port Edward from a small fishing village to its present size and prosperous condition, might be given for what it is worth. The story of the prosperity of Wei-hai-wei is the story of most free ports contiguous to territory where import and export duties are levied. The reason is not far to seek and, other things being equal, the heavier the taxation on one side of the boundary line, the greater the prosperity on the other. Property based on such foundations might fairly be described as artificial. A glance at the map should convince an unbiased mind that the geographical position of Wei-hai-wei, as a port near the extreme end of the Shantung Promontory and backed by a mountainous hinterland is unfavourable: that in competition with Chefoo on the one side, with Tsingtao and its railway on the other, both nearer to the producing centres of the Province, the prospects of the local trader are very doubtful; and that retrocession might easily spell commercial disaster. *Cui bono?* Following rendition and the establishment of a Customs House, Nanking will acquire some "face," but apparently little else: two-thirds of our trade will probably disappear: hundreds will be thrown out of employment: General Liu, all-powerful in these parts but doubtful friend of Nanking, who has done his best to squeeze Chefoo dry, will be only too pleased to have, at his disposal so ripe a plum for similar pressure: like a flock of sheep, some 300,000 people, inhabiting the Territory, will be passed—*volenter*—from one Government to the other, from the peace, security, and justice of British administration to the misrule, oppression and iniquitous taxation rampant across our border: and a small, very small, group of Britons: civilians and public servants, will have to face financial and other losses, immediate and potential. Is the picture too gloomy? Time will show.

The Question of Precedent.

Lawyers set great store by precedents, and the establishment of a new one is a veritable bugbear to the official mind—rightly so. But unusual features mark Britain's connection with Wei-hai-wei. There was the invitation from Peking while a Japanese army still occupied the place: the reluctant acceptance for political reasons: the hoisting at the same spot on the same day of three national flags in succession—Japanese, Chinese, and British: the extraordinary clause in the treaty putting no definite period to British tenure: the sacrifice of a pawn at Washington for an illusory gain. Taking all the facts into consideration, it is safe to assert, not only that these occurrences have no parallel in British history, but that they will never occur again. Our bugbear becomes a bogey.

A reference to the temporary retrocession of the Transvaal 50 years ago seems pertinent. The Dutch at the Cape disliked British rule—particularly, the abolition of slavery, crossed the frontier in substantial numbers and carved out for themselves a new state. There was lack of cohesion: a rooted objection to payment of taxes, and the Republic was brought to the verge of bankruptcy, the pound note falling in value to one shilling. The massing of Zulu hordes on their borders threatened invasion, perhaps annihilation, and Britain intervened. Cetywayo was forbidden to fight and obeyed, though "the Dutch have tired me out and I intended... to drive them over the Vaal." Annexation seemed the only alternative. There were vigorous protests from the Boers and a bitter complaint from their President against his own people—"I would rather a policeman under a strong government than the President of such a State. It is you Boers... who have lost the country." Then, as now, international gratitude seems to have been at a discount.

The Humours of Sentiment.

There followed one of our little wars: Zulu power was broken at a cost of some £3,000,000; and Cetywayo passed out of history into exile. The disappearance of the Zulu menace and the withdrawal of British forces from South Africa encouraged the Boers to renew the demand for complete independence: open revolt followed (1890); and a small British force was overwhelmed at Majuba's Hill. Though substantial, and sufficient reinforcements were already landing or on the sea, then, as now, the sentimentalists, propagandists and "Little Englanders" of that generation had their way: Mr. Gladstone climbed down: and, with a single reservation, the Boers gained complete independence. Gladstone received loud praise from some for magnanimity—the "patient conciliation" of today: he was vigorously abused by others for weakness—some enraged Britons going so far as to drag their flag through the dust on the streets of Pretoria: in the light of subsequent events we see to-day that his surrender was a stupendous blunder. Is history repeating itself?

Some British settlers had followed the flag: strange as it may seem to some, they preferred to continue under that flag: They, too, could point to definite assurances: in particular, there was the declaration by the High Commissioner, General Wolsley, to a public assembly of Boers at their capital, that the British flag would fly at Pretoria for such time as the sun shone above them: There was no repudiation of official liability and these settlers were assisted to dispose of their property and take up farms in British territory at an outlay of about £50,000.

Taking all the circumstances into consideration, there seems no reason why a like generous attitude should not be adopted at Wei-hai-wei: some sort of guarantee given that if living conditions become impossible, or intolerable, or if definite financial loss is incurred through Government action, the Briton concerned will not be left in the lurch.

The romance of the French Atlantic flight of last year is to end in divorce. Mme. Assolant (formerly Miss Pauline Parker, a New York actress), wife of M. Assolant, one of the crew of Yellow Bird, which flew from America to France last June, has filed a suit for divorce at the Palais de Justice. The judge has accepted the divorce papers and summoned the couple to appear before him to discuss the alimony. Mme. Assolant demands £100,000. Mme. Assolant says her husband moved her into small lodgings in the Latin Quarter and denied her comforts who had a right to expect. M. Assolant met his wife in New York and married her three days before his Atlantic flight. He could not speak English and she knew no French. At the time Mme. Assolant declared that 13 was her lucky number. Her husband started his flight on June 13 and they were married 13 days after their first meeting.

QUEEN'S

SUDERMANN'S hit novel has been made into a flaming film romance by the director of "Woman of Affairs" and "Trail of '98."

Clarence BROWNS production

LEWIS STONE
PEGGY WOOD
LEILA HYANS

Wonder of Women

WEDNESDAY TO FRIDAY
At 2.30, 5.10, 7.15 & 9.20.

WORLD

Everybody's going to see
MARIE PREVOST
in "FOR WIVES ONLY"

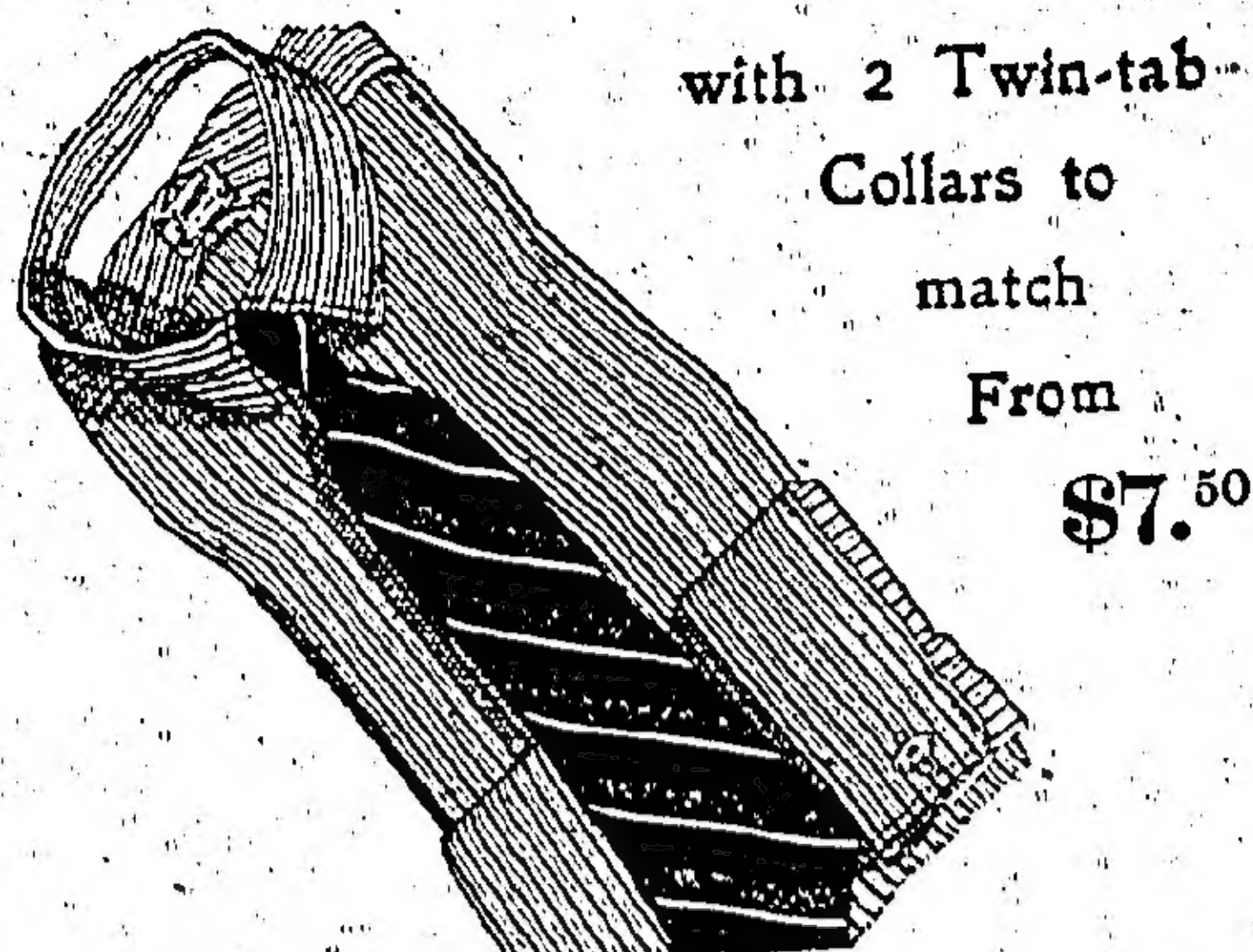
FINAL SHOWINGS TO-DAY
At 2.30, 5.15, 7.15 & 9.20.

STAR

HOT HEELS/
The Song and Dance Man

HUBERT BRANCH
TOM MOORE
BESSIE LOVE
HARRISON FORD
GEORGE HENRY
STACE BUCKLEFINAL SHOWINGS TO-DAY
At 5.30 & 9.20.

Summit Shirts



with 2 Twin-tab
Collars to
match
From
\$7.50

This year, neat, definite designs in more delicate colours . . . and in Summit Shirts those exclusive patterns that are woven indelibly into fine lustre cloth. Every shirt tailored to traditional Summit standards.

Summit Quarter Size **COLLARS**

Mackintosh's

HONGKONG SMOKELESS EGGS COAL

FOR
HOUSEHOLD USE.
KEEP THE HOUSE CLEAN AND NEAT!

NOTE CHEAP PRICES:-

In lots of not less than half-ton; delivered to:-

Peak District (above Bowen Road) ...	Per Ton. \$23.00
Bowen Road and Lower Levels ...	\$21.00
Pokfulum Road ...	\$23.00
Kowloon ...	\$19.00

Orders should be sent in writing, not by Telephone, at least 24 hours before the coal is required, and orders must be accompanied by cash, cheque, or compradore order payable to SZE WAI & CO.

Please apply for prices of other descriptions of coal for bunker, factory, and other purposes.

TELEPHONE No. C. 5009.

SZE WAI & CO.
42, BONHAM STRAND WEST HONG KONG.



WATCH YOUR THROAT THIS WINTER!
Don't take risks. The antiseptic vapours liberated by Evans' Pastilles quickly kill the germs that lurk in the obscure byways of the nose, throat and chest, soothing the affected parts. Doctors strongly recommend them.

EVANS' Pastilles
ANTISEPTIC THROAT
Made in England to the formula of the Liverpool Throat Hospital and sold by Chemists everywhere.

WHITEAWAYS

SPECIAL DISPLAYS

OF

NEW GOODS

IN ALL

DEPARTMENTS

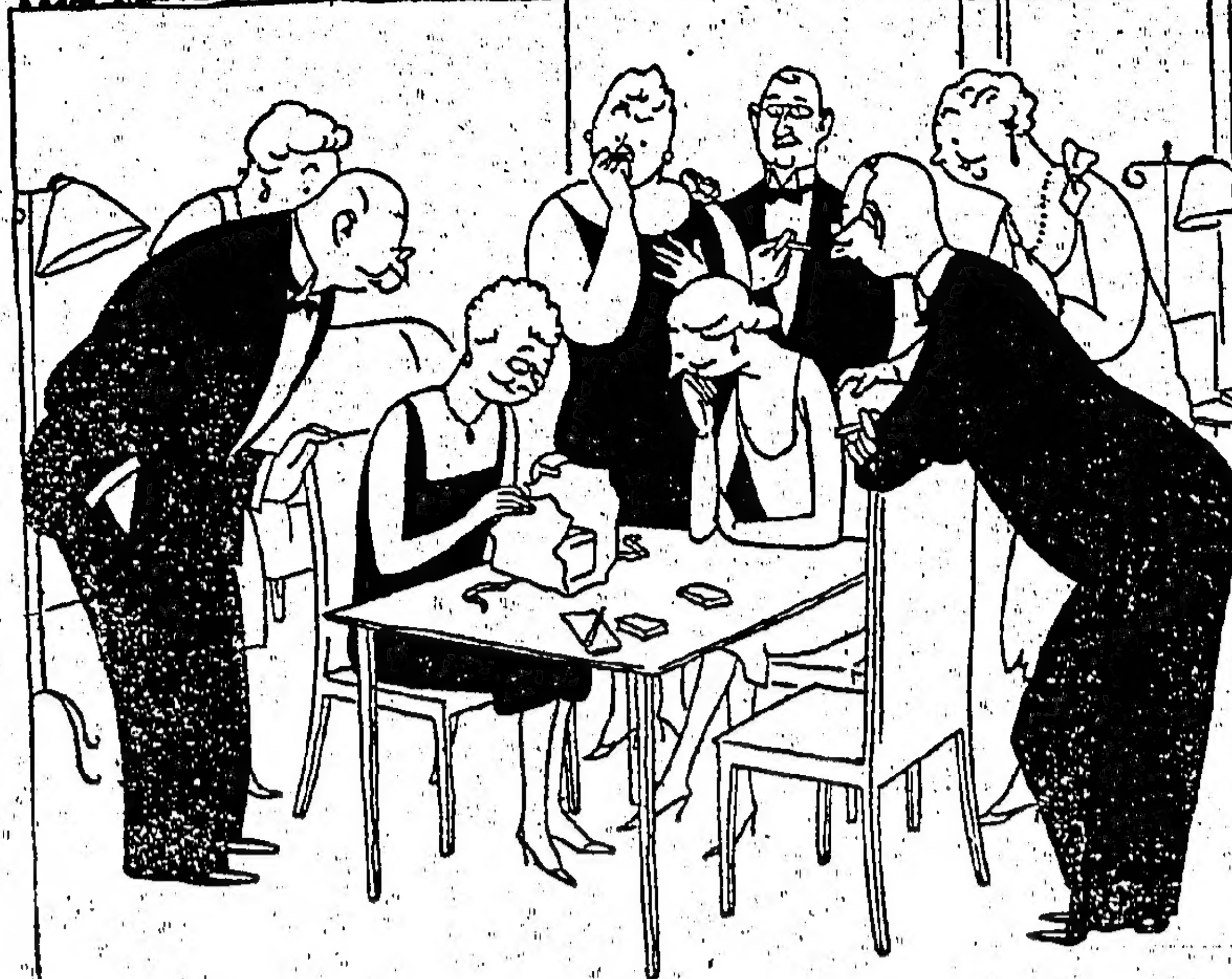
For RACE WEEK

INSPECTION CORDIALLY INVITED.

WHITEAWAY, LAIDLAW & CO., LTD.
HONG KONG.

THE MINUTE THAT SEEMS A YEAR

By GLUYAS WILLIAMS



AS THE WINNER IS UNWRAPPING THE PRIZE, YOU SUDDENLY REMEMBER THAT IT'S THE ENAMEL ASH-TRAY YOU WON AT HER HOUSE LAST MONTH.

1-28

GLUYAS WILLIAMS

NO SLEEP FOR 15 YEARS.

ASTONISHING CASE OF A WOUNDED OFFICER.

HIS TWENTY-FOUR HOUR DAY.

Brain and nerve specialists of Central Europe are puzzled by the astonishing case of an Hungarian Government official who has not slept, or even closed his eyes, since he was wounded by a Russian bullet in 1915.

The sleepless man is M. Paul Kern, who despite his affliction, works daily in one of the ministries at Budapest. His case is one of the most amazing phenomena of the great war.

It was in one of the early battles on the eastern front that M. Kern received the wound, that was to turn his every night into day. He volunteered as a cadet on the outbreak of war, and soon won recognition in command of a company of shock troops, being decorated with a gold medal for bravery. A year later he was transferred to another corps, with which he again distinguished himself in the defence of an important sector against terrific odds, when all his brother officers were shot down.

On the third day of the battle a Russian bullet found him, and he recovered consciousness in a Lemberg hospital before being transported to Budapest. From the moment he opened his eyes in the ward at Lemberg M. Kern never slept again; nor, indeed, has he the slightest desire to do so. His case has been studied by the best brain and nerve specialists of Budapest, who are unable to trace any abnormality. X-rays have revealed nothing, and, in spite of examinations made over a number of years, Dr. Frey, a noted professor of the university, has been unable to put an end to M. Kern's strange condition.

A curious feature of the case is that, apart from an occasional headache the sleepless man suffers no ill-effects from his consistent wakefulness. For years he has never gone to bed. His work shows not the slightest signs of deterioration, and the widows, orphans, and invalids with whom M. Kern daily comes in contact have nothing but affection and praise for their fellow victim of the war, whose fate has taught him to be sympathetic and patient with others more unfortunate than himself.

Joyous Haunts.

At first M. Kern tried to sleep, but hours of wakefulness in bed exhausted him more than the present "rest" which takes him every night to cafes, clubs, and other joyous haunts of Budapest.

His daily and nightly routines works out as follows: Work from 9 a.m. to 2 p.m.; writing and reading, 2 p.m. to 6 p.m.; round of the night clubs, 7 p.m. to 7 a.m.; bath, change of clothes, breakfast, then work again.

Alcohol gives him a headache, so M. Kern, whose affliction is well-known to the "kings" of Budapest night-life, is expected only to eat when he enters the clubs.

The man who cannot sleep complains that the only unpleasant result of his wound is the cost it means to him by forcing him to be awake twenty-four hours a day.

TRACING STRAY DOGS.

ENTERPRISE OF THE TAIL-WAGGERS' CLUB.

Every member of the Tail-Waggers' Club receives on joining a medallion, bearing on the obverse two crossed tails and the motto, "I help my pals." On the reverse is the address of the club, at 37, Temple-chambers, Temple-avenue, E.C., and the registered number of the member. Hitherto the London police have accepted the wearing of this medallion as compliance with the regulations, which may be in force or not, according to the district, about having the name and address of the owner engraved on the collar-plate.

Good Work Done.

The case serves to call attention to the services that are being rendered by a remarkable organization that in eighteen months has enrolled well over a quarter of a million members and raised £20,000 towards the rebuilding of the Royal Veterinary College. By means of an elaborate system of indexing the staff can ascertain the name and address of the owner of any member in a few seconds, and in this way it has been able to restore more than 800 stray dogs to their homes. In some cases disconsolate wives have been discovered many miles from master or mistress. How dogs from Norfolk and a Sussex water-planting place happened to be in London is a mystery that was never fathomed. One woman had an intimation from the club by telephone that her pet was at a certain police station before she was aware that it had been lost.

This, however, is but a subsidiary part of the club's work. The most useful of its duties has been to implant in the minds of owners of members—it is the dogs that are enrolled—a desire to give their dogs a square deal, to see that they are properly fed and tended, and to treat them generally in a rational manner. The thousands of letters that are received show that this responsibility is being taken seriously, and that owners are also anxious to see that dogs other than their own are looked after in a decent manner.

Show dogs are in a category apart. As a rule skilled care is bestowed upon them, if from no higher motive than that they shall be kept in the best condition. The general public has less knowledge of the correct methods of management, and it is in this direction that the club is doing so much good.

A "Siberian Klondike" awaits development in the Yakutsk region, according to Prof. A. Obrucheff, who headed an Academy of Science expedition there. Between the rivers Indigirka and Kolima in Northern Siberia he found a gold area of at least 100,000 square miles which he describes as "potentially among the richest sources of the precious metal in the world."

CHURCH ORNAMENTS.

BISHOP'S PETITION TO REMOVE REJECTED.

The war between Dr. Barnes, the Bishop of Birmingham, and the Anglo-Catholic "rebel" churches in his diocese was carried a step further last month when a petition, backed by the bishop, for a faculty to remove "certain ornaments" from St. Nicholas Church was dismissed, with costs, by Mr. E. W. Hansell, K.C., Chancellor of the Birmingham diocese.

"Altar Ornaments."

The "ornaments" were a tabernacle on the altar, a statue of the Virgin Mary and Child, and two stools for holy water. It will be recalled that on the death of Father Noake, the former vicar of St. Nicholas, the bishop ordered the removal of various articles from the church, and that Mr. Hansell, who held the inquiry, then sent a vigorously worded protest to the bishop against what he described as "a serious invasion of the functions and the jurisdiction of the Consistory Court."

The petitioner for the faculty to remove the ornaments was Mr. Henry Edward Causon, acting secretary of the Parochial Church Council and people's warden.

Bishop and Council.

Mr. A. S. May, his counsel, stated that the council were informed that the bishop would not institute Father Parslow, the proposed incumbent, in succession to the late Father Noake, unless the ornaments were removed.

These ornaments, he said, had been installed without a faculty, and it was understood that failure to remove them would result in the appointment of a Modernist Churchman as incumbent. The council therefore passed a resolution complying under protest with the bishop's request for the removal of the ornaments.

It was stated that the resolution was carried with six dissentients out of twenty-seven persons voting, and was confirmed at subsequent meetings.

Mr. Causon, giving evidence, stated that he was informed that the bishop would meet the costs of the proceedings.

The application was opposed by Mr. E. H. Kendrick, a member of the Parochial Council. Mr. W. N. Steele, his counsel, contended that the petition did not represent the real wishes of the Parochial Council, and that the proceedings of the council were invalid.

Mr. Hansell, in dismissing the petition, held that Mr. Causon had no authority to present it, and ordered the council to pay the costs.

Mr. May gave notice of appeal to the Court of Arches.

An appeal for "protection of the office of Lord Mayor" was uttered by Sir George Truscott, senior alderman of the City of London, when he spoke at a luncheon of the City Livery Club. Sir George, who was Lord Mayor in 1908, said that since 1915 they had had six resignations of aldermen who were qualified to serve in the office of Lord Mayor. On four occasions a member of the Court of Aldermen who went forward for election as sheriff failed to gain it. "The position at the moment is that we are very short of candidates qualified for the office of Lord Mayor. The livery hold the power to correct this."

KAIPING COAL

FOR ALL PURPOSES



HOME,
FACTORY
AND
BUNKERS

POWER
HOUSE,
TUGS &
LOCOS

THE KAILAN MINING ADMINISTRATION,
Head Office:—TIENTSIN.

DODWELL & CO., LTD. Agents, Hong Kong.

PETER DAWSON WHISKY

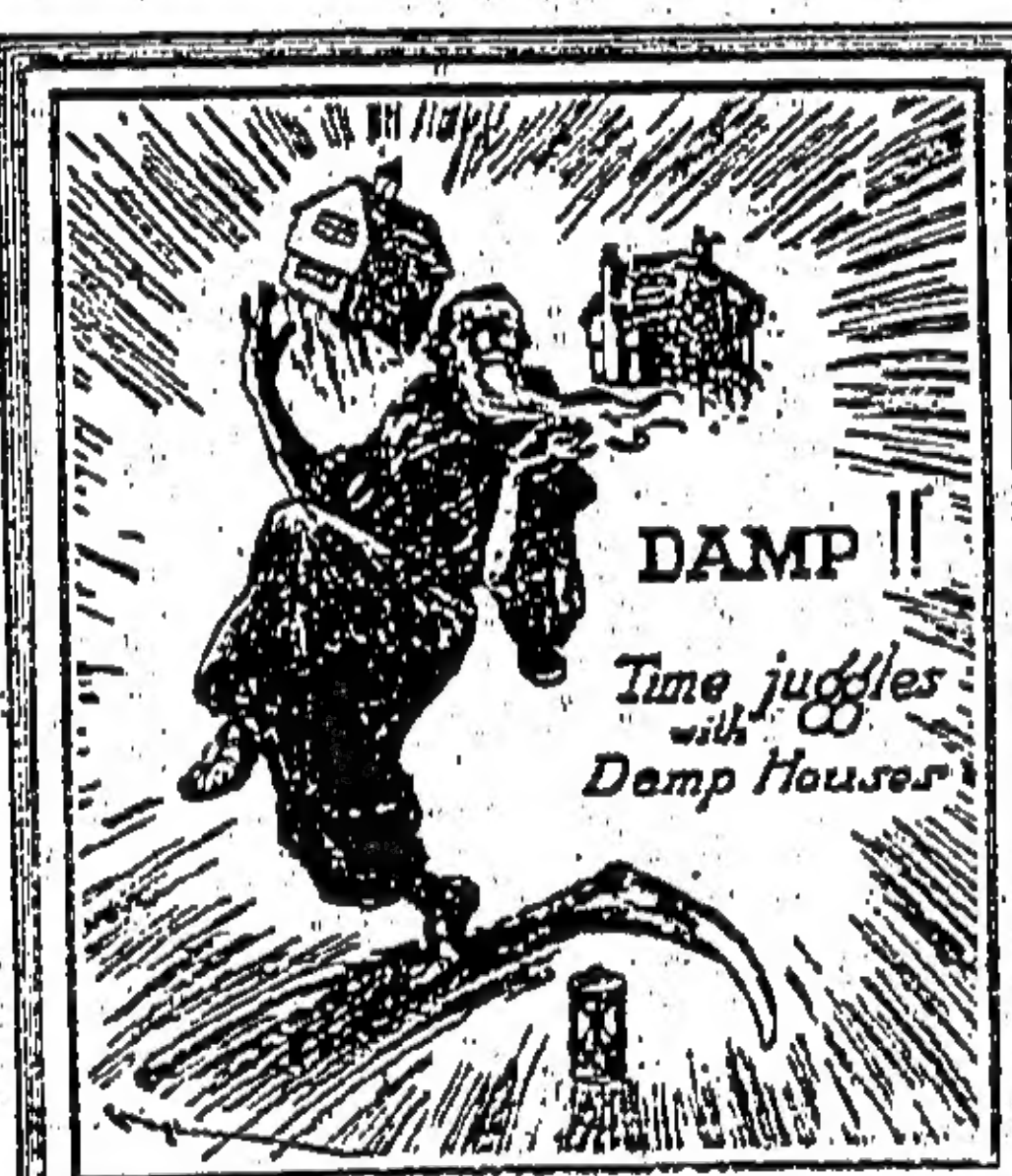


WHEN BROAD MINDS THINK ALIKE

"P.D. EXCELS SILVER MARKET
ITS STANDARD (QUALITY) IS NEVER LOWERED."

Obtainable everywhere.

Sole Agents:—H. RUTTONJEE & SON.



PUDLO
BRAND
CEMENT WATERPROOFER

TEMPORARY REMEDIES

for dampness are never cheap. In a few years, they cost more than a really permanent and entirely satisfactory treatment with Portland Cement and 'PUDLO' Brand Waterproofing.

A booklet, in English or Chinese, describing the uses of 'PUDLO' will be gladly sent on request, by the

Sole Agents for HONG KONG and SOUTH CHINA:

DODWELL & CO., LTD.
CANTON. HONG KONG. FOOSHOW.



Parfumerie Rigaud
PARIS.

"MARY GARDEN"
Perfumes
that sell themselves

because the packing is attractive, the contents fascinating and the price amazing. Copious selection with or without alcohol from stock goods to scents for the Smart Set.

AGENTS:

VICENTE ATIENZA & CO.
No. 54, NATHAN ROAD, KOWLOON.
TEL. K. 155.

CANTON GETTING
UPPER HAND.KWANGSI REBELS
CRUSHED?REPORTS OF RECENT
FIGHTING.

Reports on the Kwangsi situation are somewhat contradictory but the official view is that the "rebels" will very soon be crushed.

On his return from Wuchow, General Chen Ming Shu, in a brief interview given to Press representatives, said that the strength and fighting power of the rebels have been greatly reduced since their recent defeat round Pakiau, Wuchow and Hing-shan.

"Their extermination," added General Chen, "is therefore, only a matter of days."

Admiral's Report.

Interviewed by Pressmen on the same day, Admiral Chen Chak outlined the big conflict referred to by General Chen Ming Shu. He said that nearly half of Chang Fat Fui's remnants were lost.

Admiral Chen also mentioned that Mr. Lam Yick Chung who had accompanied him in the trip to Wuchow was unable to join him in the return trip, having been requested by Commander-in-Chief Chen to stay behind in Kwangsi to assist in the work of settling the affairs in that province, especially in the administration at Wuchow.

As to the present situation in the southern part of Kwangtung, Admiral Chen remarked that the bandits, who were recently active, have been completely suppressed and that peace and order have been fully restored.

FIGHTING EXPECTED ON
WEST RIVER.

According to the vernacular Press, there has been no change in the military situation in Kwangsi since the Canton troops captured Pakiau. The main body of Kwangsi troops, under Pei Chung Hsi, are still in Linshukun, on the Kwei River, about 180 li from Wuchow. Another report says that they have fallen back on Pinglok, large numbers of Canton and Nanking troops having moved northward along the river.

Canton troops under Tsoi Ting Kai and Chiang Kwong Nai have arrived in force at Hingyeh to the North-West of Wuchow, and will attack Kweishien, one of the Kwangsi strongholds on the West River. Meanwhile, the troops at Pingnam have been ordered by General Chen Tsoi Tong to attack Sunchow, also on the West River, to the North-East of Kweishien. Fighting is expected in the near future.

The situation in Southern Kwangtung is obscure. Troops have been sent to deal with the "Ironclads" there, but no fighting is reported.

STAY WHERE YOU ARE!

CHIANG'S ORDERS TO CHEN
MING SHU.

A Canton report says that General Chen Ming Shu, the Civil Governor of Kwangtung, has been instructed by Chiang Kai Shek to cancel his visit to Nanking to attend the 3rd plenary session of the Central Executive Committee of the Kuomintang. He is instructed to remain in Canton and seek a settlement of the Kwangsi situation without delay.

As to the situation in the North, Marshal Chiang said, in the telegram to General Chen, that the Central Government has the situation well in hand.

BRAVING THE POWERS
THAT BE.CANTON'S PERTINACIOUS
FORTUNE TELLERS.

A Canton report says that, in spite of the "stringent action" by the Government, fortune-tellers are still carrying on as usual. The Bureau of Social Reform has ordered the fraternity to suspend business but they have taken no notice. A number of "first-class fortune-tellers" have moved to Hong Kong and Macao since the issue of the ban, but most of them are still in Canton. Now that their number has decreased, the fees have been raised.

On Monday the Bureau again instructed them to "close down" in ten days, under pain of severe penalty. It is doubtful whether the order will be obeyed.

CHINA'S SEX WAR.
THE SILK PILATURE
"VESTALS."

The Canton Department of Civil Affairs has instructed the magistrate of Shuntak district to take action against the custom in that district of girls refusing to marry.

As a Canton paper puts it: Girls in Shuntak consider that it is noble to live a single life, and support themselves. Most of them work in the silk filatures.

OFFICERS IN THE
MAKING.JAPANESE MERCANTILE
MARINE CADETS.VISIT TO THE CLIPPER
"TAISEI MARU."

During the past few days many have gazed with interest at the four-masted clipper riding at her buoy in the Harbour, off the Naval Anchorage. The presence of a Japanese flag, at the stern, stimulated this interest, for seldom is the port visited by a sailing ship, and a Japanese "windjammer" had not been seen for many years.

The Harbour Office entry book showed her to be the Taisei Maru, a Japanese training ship from Formosa, while enquiries from the Japanese Consulate revealed that she was owned by the Higher Mercantile Marine School of Tokyo, operated by the Japanese Government, and she was on her annual cruise to the Southern Pacific.

With the permission of the Japanese Consulate a Daily Press representative went on board to see how the cadets are trained, and to look over the interesting vessel.

Ascending the gangway, the writer expected to be met in the strict Naval manner by the officer of the watch, but much to his surprise he found instead three happy young sailors deeply engrossed in a game of deck quoits. Not wishing to disturb their game the writer waited till they had finished, and with faint hope of making them understand, announced in English the intention of his visit, asking to see the officer on duty. To his surprise one of the youthful sailors (who proved to be a member of a distinguished Japanese family) answered in the best of English, and said he would go in search of the officer on duty.

Continuing his description of his experiences aboard our representative says:—

The officer of the watch, a rather older cadet, came hurriedly along the quarter deck, and after a cheerful greeting, and a glance at the Japanese Consul's letter of introduction, told one of the younger cadets to show me round the ship.

"Ask him anything you want, and see he explains clearly—it will be good practice," was the final instruction as I turned and followed my guide towards the fore-castle, the latter having suggested it would be as well to start there and work aft.

On the way I took the opportunity to ask him about the system of training and the routine of the ship.

A Thorough Training.

The cadets enter the Higher Mercantile College at Tokyo at the age of 18-19. Before they are admitted, however, they must pass a searching examination, and, on entering, they first of all undergo strict training on the lines of a Military Academy. After three hard years of "instruction in seamanship," they join the Taisei Maru for a year, during which time they cruise the Pacific, touching at Hawaii, the United States, the Japanese Islands in the South-Pacific and Manila. After this cruise they are drafted to the Mercantile Fleet of Japan, joining shipping firms such as the Nippon Yusen Kaisha, Osaka Shosen Kaisha, and the Mitsubishi Shosen Kaisha, as cadet officers. Later comes another year at the Mercantile College and then after passing the necessary examinations they emerge with the rank of Fourth Officer. The total period of training covers five and a half years.

Sails and Steam.

During their year on board the Taisei Maru, which my informant said was eagerly looked forward to during their three years in College, they were given a thorough course in practical seamanship, and learn to apply drill and book work. Full instruction was also given in the use of the sextant, and other nautical instruments, steering under steam and sail, use of the radio range finder, gyro compass, and other matters fitting them for the post of ship's officer.

During the trip they follow a strenuous routine as at the College. Rising at daybreak they scrub decks and do all the work of an able bodied seaman. At sea, they are given practical instruction in sail drill and all must learn to be thoroughly active and efficient aloft. The masts are, by the way, over 120 feet high. Rising and retiring early with their days fully occupied, the cadets are a very happy band of healthy young men.

A Spotlessly Clean Ship.

On board the cadets wear rough white sailor-suits and go bare-footed. They prefer this to wearing boots as the teak decks are smooth and spotlessly clean.

The fore-castle contained the wash house. Strewed about the deck were wooden buckets which served as wash basins, while rows of numbered "pigeon holes" against the bulkhead and ship's side contained soap and tooth brushes, etc. Two large square tubs represented the baths. Owing to the large number—some 100 cadets, baths are taken in turns—the "turns" working out to something like two or three times a week, excluding rough weather when the baths cannot be filled!

Admidships are the cadets' quarters. A peep into them showed them to be exceptionally tidy, and

KAKOMARU DAMAGE
NOT SERIOUS.VESSEL DUE THIS
MORNING.

The latest cable from Captain Nakamura of the s.s. Kako Maru, the N.Y.K. vessel which struck a rock off Tung Foong on Monday afternoon, brings the welcome news that the vessel is not seriously damaged and is proceeding to this port under her own steam. She is expected to arrive sometime this morning.

The mishap occurred at 4.16 p.m. in Lat. 24.55 N. and Long. 119.25 E., a position about 70 miles from Amoy and approximately 350 miles from Hong Kong. After being on the rocks for some little time, the vessel managed to extricate herself and made for Amoy where she arrived yesterday morning.

Interviewed by a Daily Press representative, the agents stated that little or no damage has been done to the cargo.

The master of the vessel in his cable to the local agents also mentioned that he was in constant wireless communication with the Yokohama Maru and Tokushima Maru. The last two vessels are also of the same company and incidentally both are due to arrive tomorrow.

When the Kako Maru arrives she will be examined by marine surveyors and if necessary will dock for repairs.

H.M.S. Sterling Notified.

The Naval Intelligence Office informed us that:—

A W.T. message was received shortly before 3 p.m. yesterday (Monday) evening stating that the Japanese steamer Kako Maru was in distress in Lat. 24.55deg. N. and Long. 119.25deg. E.

Information was sent to H.M.S. Sterling, on passage Northward. H.M.S. Sterling's position was about 140 miles from the Kako Maru's position.

A message received later states that the s.s. Kako Maru had got off the rock.

over one bunk hung an Hawaiian garland—a relic of the visit to Honolulu. The cadets mess room has many uses, and also serves as sitting room, writing room, and class-room. Incidentally, the cadets are taught both English and French.

An Old Sailing Ship.

Arriving at the officers' quarters in the stern one was reminded again that one was aboard a sailing ship. The wood-work and panelling are of the usual design in such vessels, the place being neatly laid out in polished mahogany.

The hatchway led to the quarter-deck. On this large and spacious deck are the chart-room and wheel house, fitted with all modern navigational instruments. Rows of long seats are built in the centre of the ship, giving a very restful appearance under the shade of the huge sails.

Having completed the tour of the ship I was introduced to the Captain. "The oldest Mercantile ship's master in Japan. A very brave man, and we all admire him," said my guide as he left me to continue his game of deck quoits.

The Captain, a fine old seaman of 63, knows all that there is to be known about his work of moulding ship's officers for the Mercantile Fleet of Japan. He obtained his Master's ticket at 23, and has been over 38 years at sea, during which time he has visited nearly every port in the world.

The "Asama's" Officers.

I commented on the splendid type of officers in the N.Y.K. "Asama Maru" now in port, and remarked how well they spoke English. The Captain smiled and replied that most of them had served under him on this sailing ship as cadets, and had learnt their English on board. Strict training on the lines of a Naval Academy was essential, explained the Captain, as the cadets not only become officers of Japan's Mercantile Fleet, but are also Naval Reserve Officers.

The Captain is very much in favour of practical seamanship as learned in a sailing vessel. He was of the opinion that it developed the right sort of ship's officers, giving them the proper instincts of the sea, and teaching them the finer points of navigation. The Taisei Maru was the only vessel of its kind still owned by the Japanese Government, but two other sailing ships were in the course of construction, as one ship could not meet the demands of the Mercantile Colleges.

In the course of the conversation the Captain remarked that the cadets paid the College tuition, but were supplied with navigational books and instruments. For this reason no pay was given to the cadets, who depended on their parents for whatever small sums they needed, but only a limited amount of pocket money was allowed.

In conclusion, the Captain said that he was now over 60 and was to retire at the end of the voyage.

He was going to live in Tokyo with his eight grandchildren.

Such is part of the answer to the question as to how Japan has made such tremendous strides in the mercantile shipping world of today. Their cadets are given a complete and practical training, at the end of which they graduate as officers who may be classed with the world's best.

G. L.

DEPARTING TROOPS.

K.O.S.B. LEAVE THE
COLONY.SCENE AT THE NAVAL
CAMBER.

Murray Barracks, headquarters for so long of the 2nd Battalion King's Own Scottish Borderers, were the scene of great activity at an early hour yesterday. It was not the usual morning routine or sighting-drill which cleared the men out on to the parade-ground. That there was something unusual afoot was apparent to the most casual observer. Possibly he thought the races had something to do with it. For the K.O.S.B., however, it was the day for departure to their new station in India.

The embarkation of nearly a thousand men proceeded gradually during the day, the men being marched in batches through the Royal Naval Dockyard to the north arm, where the transport City of Marseilles was berthed. An arduous task, considering the tons of baggage and heavy equipment which had to be taken on board, this work was accomplished by the afternoon. At about four o'clock the last batch of kit-bags were carried on the transport, and at the after-gangway rifles passed rapidly from hand to hand until they were all piled on deck.

There was a gay scene on board with the men chatting merrily during the last few hours of remaining in the Colony. Orders stated that the troopship was to leave at 7 p.m. The women and children lined the railings at various parts of the vessel allotted to them, and they too were engaged in lively conversation. A number of civilians who had friends and relatives on board were bidding their last farewells.

While most of the King's Own Scottish Borderers are proceeding to India, a number of men are going straight home. Various details from the Royal Engineers, Somerset Light Infantry, R.A.M.C., and other units also embarked on the vessel.

SMALL-POX AND
TUBERCULOSIS.

FIGURES FOR LAST WEEK.

The return of cases of notifiable disease which occurred in the Colony last week shows 13 new cases of small-pox (1, "non-Chinese") and 13 deaths. There are also 3 new cases of typhoid and 2 deaths, 4 new cases of diphtheria and 3 deaths and 1 case (non-Chinese) of meningitis.

Fatilities from tuberculosis during the week totalled 67, from malaria 4 and from influenza 2.

On Monday two more cases of small-pox were notified.

RAILWAY SANDWICH
SENSATION.THEY ARE NOW ONLY ONE
HOUR OLD!

The story of the railway sandwich which was so hard that it wrecked the Scottish express when thrown on the line by a furious passenger can no longer be told by humorists except as a legend of "unhappy, far-off things."

For, in place of the old railway sandwich, which was sometimes known as "the dentist's friend," has come a new and succulent sandwich made of soft bread and freshly cut meat.

This is the result of a reorganisation of the catering departments of the railway companies.

The heads of these departments got together and asked each other what they could do to make the passengers happier.

"Scrap the Lot!"

Then one of them told some funny stories about railway sandwiches, which did not amuse those responsible for them, and another, who had been forced to eat one at a wayside station, gave a graphic description of his experiences, and made an impassioned appeal for reform.

Orders were issued at once and old stock, some of which was alleged to have dated from Stephenson's invention of the steam engine, was ruthlessly scrapped.

"The first thing we stopped," said an official of the Great Western Railway, "was the system of cutting sandwiches for the day."

"About a thousand sandwiches are eaten at Paddington Station each day and we gave instructions that supplies for one hour only were to be cut at a time."

"The same orders have been issued to station buffets all along the line, and we hope that the old joke about railway sandwiches will gradually die out."

ROUND THE COURTS.

AN AMAH'S SCARE.

A Chinese was before Mr. Whyte-Smith yesterday on charges of (1) larceny of a scarf, (2) offering a bribe of \$2.80 to the district watchman who effected his arrest, and (3) returning from banishment after having been deported for 10 years in 1923.

The defendant pleaded guilty to the first and third charges, but denied the second. This pleading was accepted, and he was sentenced to eight months' hard labour and 12 strokes of the birch on the first count, and for the larceny charge a further four months' hard labour was imposed.

As regards the latter charge, it was stated that the scarf had been stolen from a box at the doorway of 23, Nathan Road, and belonged to an amah.

POST NO BILLS!

A Chinese bill-posting coolie employed by the Majestic Theatre was cautioned by Mr. Whyte-Smith yesterday for posting a theatre notice in Chinese at Nga Chai Wai Road which did not bear the chop of the S.C.A.

Sergt. Macnamara told the magistrate that the offence was only a technical one. The bill did not bear anything seditious, and if an application had been made for permission to post the bills in that particular vicinity, it would have been granted. Defendant admitted that he knew it was necessary to obtain permission before putting up the bills, but said he had no time to apply for a permit.

PATHETIC LOVE FOR HONG
KONG.

He was banished in 1919 for 10 years, but returned in 1921, when he was sent away for life after having been gaoled for 9 months for disobeying the first order. However, he persisted in returning to the Colony, and yesterday made his appearance before the Kowloon Magistrate for "coming home" in spite of all the orders made against him. This time, he was sent to prison for 12 months with hard labour. He will also receive 12 strokes with the birch. Thus ends the latest chapter in the life story of a Chinese who, it was stated, was arrested on information.

A YOUNG SNATCHER.

For snatching a bangle from a child's wrist, a young Chinese of thirteen was ordered to receive 12 strokes of the cane by Mr. Whyte-Smith yesterday.

According to Inspector Marks complainant was holding the child outside a shop in Shanghai Street when the boy came up from behind and snatched the bangle. He ran away, but was chased and arrested.

TWO JAPANESE IN TROUBLE.

T. D. Kamato and S. Yamanechi of 6, Des Voeux Road were before the Kowloon Magistrate yesterday on a charge of alleged assault on a conductor of the Kai Tak Motor Bus Co. The incident was alleged to have taken place on February 15, when complainant was supposed to have been obstructed in the lawful discharge of his duties.

Owing to the absence of a Japanese interpreter, the summons was adjourned until tomorrow.

WEALTHY AMERICA.

TWO BILLIONAIRES AND
42,000 MILLIONAIRES.

The Treasury Department in Washington has announced that the United States has two billionaires and about 42,000 millionaires. The statistics show that the persons who paid taxes on their incomes amounting to over \$1,000,000 in 1928 numbered 463, the largest number ever reported, and an increase by 206 persons over the previous year.

The Treasury officials say that the majority of those who paid taxes of \$50,000 or more could be rated as millionaires. There were twenty-four persons who had incomes of over \$5,000,000, seventeen from \$4,000,000 to \$5,000,000, twenty from \$3,000,000 to \$4,000,000, eighty-nine from \$2,000,000 to \$3,000,000 and one hundred and five from \$1,000,000 to \$2,000,000. The individual net incomes totalled a little over \$246 per person for the whole nation, while the total income-tax amounted to \$1,143,000,000. The persons who paid taxes numbered 2,434,640.

The officials said that the unprecedented prosperity in 1928 accounted for the large number of millionaires and huge tax returns. Of the total income, about 45 per cent. was from wages and salaries, 13 per cent. from actual business, 8 per cent. from enterprises and 7½ from capital.

TENNIS
RACKETSFOR HARD WEAR IN THE
TROPICS

MADE BY

A. G. SPALDING
& BROS.

F. A. DAVIS

W. H. JAMES

&

SLAZENGERS.

PRICES FROM

\$15 to \$35

THE NEW PATENT PROCESS

DUNLOP

TENNIS BALLS

NEW STOCKS JUST ARRIVED

SPORTS DEPARTMENT.

LANE, CRAWFORD, LTD.

COLUMBIA
THE NEW 1930 MODELTHE QUALITY
OF TONE
IS IMPROVED
AGAINRECORD ALBUM
FITTED IN
THE LID
OFFERS A
NEW REFINEMENTWHEN COLUMBIA DOES IT—IT'S WELL DONE,
GIVE US A CALL AND HEAR THE NEW PORTABLES
The Anderson Music Co., Ltd.NUGGET
Boot Polish

"Good morning, Miss Shoe, you look positively charming."
"A personal reflection, I assure you, Mr. Nugget."

A.P.B.

NEW ADVERTISEMENTS.

THE EASTERN EXTENSION
AUSTRALASIA & CHINA
TELEGRAPH CO., LTD.

OWING to the FALL IN
EXCHANGE the Undermen-
tioned Rates not previously adjusted
have been revised as follows as from
26th INSTANT:

French Indo-China \$0.55
Siam \$0.50
Netherlands East India \$1.10

S. LACK,
Superintendent.
[9079]

PEAK TRAMWAYS CO., LTD.

NOTICE.

NO LATE CARS Will Run After
12.05 A.M. on THE NIGHT of
THURSDAY, 27th INSTANT. [9075]

THE DAIRY FARM, ICE & COLD
STORAGE CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN
that the THIRTY-FOURTH
ORDINARY YEARLY MEETING
of the SHAREHOLDERS in the
Company will be held at the Company's
TOWN OFFICE, 2, Lower Albert
Road, on FRIDAY, 14th MARCH,
1930, at 11 A.M. for the purpose
of receiving the Report of the Directors
together with Statement of Accounts for
the year ending 31st December 1929,
declaring a Dividend and re-electing
Directors and Auditors.

The TRANSFER BOOKS of the
Company will be CLOSED From the
4th to the 14th MARCH, 1930, Both
Days inclusive.

By Order of the Board of Directors,
J. D. THOMSON,
Acting Secretary.
Hong Kong, 25th Feb., 1930. [9074]

BANK HOLIDAYS.

THE EXCHANGE BANKS will be
OPEN for the TRANSACTION
of PUBLIC BUSINESS at 9.30 A.M.
on WEDNESDAY, 26th INSTANT, and
CLOSE at 12 NOON (RACE
MEETING).
Hong Kong, 19th Feb., 1930. [9057]

HONG KONG & SHANGHAI
BANKING CORPORATION.

THE FINAL DIVIDEND declared
for the year ending 31st Decem-
ber, 1929, at the Rate of THREE
POUNDS Sterling together with a
Bonus of ONE POUND Sterling, is
Payable on and after the 24th FEBRU-
ARY, 1930, at the Offices of the
Corporation, where Shareholders are
requested to apply for Warrants.

By Order of the Board of Directors,
A. C. HYNES,
Chief Manager.
Hong Kong, 22nd Feb., 1930. [9068]

HONG KONG BENEVOLENT
SOCIETY.

ANNUAL MEETING.

THE ANNUAL GENERAL
MEETING of the above Society
will be held at the "CHERRY" CLUB,
CANTON on MONDAY, MARCH
5, at 11.15 A.M.

INTIMATIONS.

UNION WATERBOAT CO., LTD.
NOTICE TO SHAREHOLDERS.

THE TWENTY-FIFTH ANNUAL
GENERAL MEETING of the
SHAREHOLDERS will be held in the
OFFICES of Messrs. DODWELL &
CO., LIMITED, on MONDAY, 11th
MARCH, 1930, at 11 A.M. for the
purpose of receiving the Report of the
General Managers together with a
Statement of Accounts to 31st Decem-
ber, 1929.

The TRANSFER BOOKS of the
Company will be CLOSED From the
1st MARCH to 10th MARCH, 1930,
Both Days inclusive.

DODWELL & CO., LTD.,
General Managers.
[9027]

HONG KONG TRAMWAYS,
LIMITED.

NOTICE IS HEREBY GIVEN
that the ORDINARY YEARLY
GENERAL MEETING of HONG
KONG TRAMWAYS, LIMITED,
will be held at the Office of Messrs.
JAMES, MATTHEW & Co., Ltd., Hong
Kong, on TUESDAY, the 12th DAY of
MARCH, 1930, at 12 O'CLOCK NOON,
to transact the Ordinary Business of
the Company.

AND NOTICE IS HEREBY ALSO
GIVEN that the REGISTER OF
MEMBERS of the Company will be
CLOSED From TUESDAY, the 4th
to TUESDAY, the 12th MARCH, 1930,
Both Days inclusive.

By Order of the Board,
W. F. SIMMONS,
Secretary.
Hong Kong, 24th Feb., 1930. [9067]

GREEN ISLAND CEMENT CO.,
LIMITED.

NOTICE IS HEREBY GIVEN
that the THIRTY-FOURTH
ORDINARY YEARLY MEETING of the
SHAREHOLDERS will be held at the
Office of the Company, 8, GEORGE'S
BUILDING, CHATER ROAD, Victoria,
Hong Kong, on WEDNESDAY, the
14th DAY of MARCH, 1930,
at NOON, for the purpose of receiving
a Statement of Accounts and the Report
of the Directors for the year ended 31st
December, 1929.

The TRANSFER BOOKS of the
Company will be CLOSED from
SATURDAY, 8th MARCH, 1930, to
WEDNESDAY, 14th MARCH, 1930,
Both Days inclusive.

By Order of the Board of Directors,
SHEWAN, TOMES & Co.,
General Managers.
Hong Kong, 20th Feb., 1930. [9066]

THE HONG KONG ELECTRIC
CO., LTD.

NOTICE IS HEREBY GIVEN
that the FORTY-FIRST OR-
DINARY GENERAL MEETING will
be held at the Company's Office, P. &
O. BUILDING, on WEDNESDAY 12th
MARCH, 1930, at 11 A.M. for the pur-
pose of presenting the Report of the
Directors together with a Statement of
Accounts to 31st December 1929, and
electing Directors and Auditors.

The REGISTER OF MEMBERS of
the Company will be CLOSED from
25th FEBRUARY 1930 to 12th
MARCH 1930, Both Days inclusive,
during which Period No Transfer of
Shares can be registered.

By Order of the Board of Directors,
GIBB, LIVINGSTON & Co., Ltd.,
Agents.
Hong Kong, 19th Feb., 1930. [9055]

FOR THE RACES

THE SPORT OF KINGS—

FINE CHAMPAGNES

THE KING OF WINES!

'DE' ST. MARCEAUX & CO.
REIMS

(Vintage 1920)

Vin Brut and Very Dry.

Per Dozen Qts. ... \$104.00

" " Pints ... \$ 54.00

AYALA & Co. (Vintage)

Per Dozen Qts. ... \$95.00

" " Pints ... \$50.00

"GOLDEN GUINEA"

Sparkling Muscatel.

Per Dozen Qts. ... \$65.00

" " Pints ... \$35.00

A. S. WATSON
& CO., LTD.

WINE AND SPIRIT MERCHANTS.

PHONE C. 616.

THE HONG KONG, CANTON &
MACAO STEAMBOAT
CO., LTD.

AMENDED NOTICE TO
SHAREHOLDERS.

THE ONE HUNDRED AND
TEN THIRTY-FOURTH ANNUAL
GENERAL MEETING of the
SHAREHOLDERS in the
Company will be held in the Board Room
of Messrs. GIBB, LIVINGSTON &
Co., Ltd., P. & O. BUILDING, VICTORIA,
HONG KONG, on TUESDAY, 4th
MARCH, 1930, at 11 A.M. for the purpose
of receiving a Report of the Directors,
together with a Statement of Accounts,
declaring a Dividend and Electing
Directors and Auditors.

The TRANSFER BOOKS of the
Company will be CLOSED from
WEDNESDAY, 12th FEBRUARY to
TUESDAY, 4th MARCH, 1930, Both
Days inclusive, during which Period
No Transfer of Shares can be Registered.

By Order of the Board of Directors,
JOHN ARNOLD,
Secretary.
[9077]

THE HONG KONG, CANTON &
MACAO STEAMBOAT
CO., LTD.

NOTICE IS HEREBY GIVEN
that an EXTRAORDINARY
GENERAL MEETING of the HONG
KONG, CANTON AND MACAO
STEAMBOAT COMPANY, LIMITED,
will, on the Requisition of Sir ROBERT
HO TUNG, and Messrs. LI TEE FONG,
T. N. CHAU, M. K. LO, T. N. CHAU, as
Executors of CHAU SHUI KI deceased,
KAI MING CHAN as Trustee of CHAN
KAI MING deceased, TUNG CHUNG
WAI, LI KONG CHUN, WONG YU TUNG
and C. A. DE ROZA, being Shareholders
holding in the Aggregate Upwards of
1/10th of the Issued Share Capital of
the Company in pursuance of Article
66 of the Articles of Association of the
Company and in exercise of the power
conferred by Section 87 of the Com-
panies Ordinance 1911 by the Hon.
BOARD OF SUPERVISORS, GIBB,
LIVINGSTON & Co., LIMITED, P. & O.
BUILDING, VICTORIA, HONG KONG, on
TUESDAY, the 4th DAY of MARCH,
1930, immediately after the Conclusion
of the Annual General Meeting.

"For the purpose of considering the
"general policy of the Company in
"regard to its farming out of the
"Chinese freight and passenger money
"of its steamers and to the recent
"tenders sent in to the Company in
"respect thereof, and for the purpose
"of passing such Resolutions in rela-
"tion thereto as may be thought fit."

Dated this 17th day of February, 1930.

By Order of the Board of Directors,
JOHN ARNOLD,
Secretary.
[9042]

WEATHER REPORT.

Yesterday's weather report fore-
cast and remarks, issued by the
Royal Observatory at 5.15 p.m.,
stated:—

A weak anticyclonic area is cen-
tral over S. Japan pressure is rela-
tively low over China to the South
of the Yangtze.

Local Forecast:—E. or variable
winds, moderate to light, cloudy,
fog.

Editorial and Business Offices: 11,
Ice House Street, Tel. Central
12.
Night Editor (Wanchai Office):
Tel. Central 4511.
London Office: 31, Bride Lane,
Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, FEBRUARY 26, 1930.

CLEAN POLITICS IN JAPAN.

The general election which has been
held in Japan has given the party
in power a large majority over all
its opponents. The Government
has won 101 seats and lost only two,
and the net gain of 99 gives it a
majority of 80 over all other
parties in the House of Representa-
tives. Mr. HAMAGUCHI may well say
his party has the confidence of the
country, seeing that the Opposition
has sustained so serious a defeat.
Speaking on the eve of the election,
the Premier said he was confident
of winning 240 seats. The final
figures show that the Minseitō party
has secured 273 seats. Rarely does
the result of an election reveal
successes in excess of those opti-
mistically anticipated by a party
leader. Naturally, during the in-
tensive speech-making inseparable
from a general election, every politi-
cian declares his complete confi-
dence in the result. "The flowing
tide is with us!" he invariably
declares, whether he really believes
it or not. In the present case,
however, there is no doubt the
political tide in Japan has changed,
and the party formerly associated
with the late Baron TANAKA has
sustained a defeat which must have
been much more heavy than was
feared—or hoped for. It is signi-
ficant that the "proletarian"
group in the Diet has lost ground
at the last election. Three seats
were gained, but five were lost, and
the "proletarian" element in the
House of Representatives, numbers
only five members all told. The ex-
planation of this is not that Labour
in Japan takes no interest in
politics, but that its political
machinery is neither extensive nor
efficient. There is keen rivalry be-
tween the many small proletarian
organisations which has the effect
of dividing their forces, and is fatal
to the cause at an election. As time
goes on, however, there is certain
to be a much stronger Labour
element in the Diet. The movement
is still very young in Japan, and
has many obstacles to overcome—
not the least of which is the stern
and strong disapproval shown by
the authorities of any political
opinions tinged even in the
mildest degree with what used to
be known in English politics as
Radicalism.

The election just concluded in
Japan has been fought on no really
outstanding issue, beyond the claim
that the Government stood for a
"negative" policy of retrenchment
and economy, while the Opposition
advocated a "positive" policy of
which ceaseless denunciation of the
removal of the embargo on gold
exports is about the only really
positive argument we have been
able to trace. Readers who follow
the course of Sino-Japanese rela-
tions, however, will recall that
Japan's "positive" policy toward
China during the TANAKA regime
proved rather disastrous, and the
"negative" policy since followed
in Japan's dealings with her neigh-
bour has at least proved much less
expensive than the more aggressive
methods. To the foreign observer
there is little to distinguish one
political party from another. Not
many weeks ago Mr. INUKAI, the
Opposition leader, himself declared
that the political differences between
his party and the Minseitō were
so small that the Seiyūkai could
support the Government with an
easy conscience. It must be ad-
mitted, however, that when Mr.
INUKAI made this illuminating con-
fession it was not certain that a

general election would take place,
and there seemed to be a possibility
of reaching a working agreement
between the two parties. From the
moment an election was decided
upon, however, the Japanese them-
selves see—or affect to see—very
marked differences between the two
great groups. The Seiyūkai (the
Opposition party) is described as
having always stood for a construc-
tive economic policy at home, and
Imperialistic "diplomacy" abroad.
(The word "Imperialistic" here
used, by the way, is not applied by
a Communist observer, but is em-
ployed by an editorial writer in
one of Japan's great daily papers.)
The Minseitō (the Government
party), on the other hand, is de-
scribed as having always upheld a
policy of prudence in economy, and
a scrupulous liberalism in diplo-
macy. These differences are describ-
ed as fundamental and as being
quite obvious to those who examine
the records of the parties. That
being so—if so it is—it should be
a very simple matter to make a
choice between the two, based upon
the relative merits of their respective
policies, but we read that the guid-
ing principal for electors to follow
was moral rather than political.

At this point it is interesting to
examine the latest available returns
showing the number of alleged
violations of the Election Law re-
ported to the authorities. No less
than 219 charges of the sale and
purchase of votes were reported,
as against 28 at the previous
general election on a correspond-
ing date. Many other charges of a
minor character brought the total
up to 273 offences this year, as
against 165 at the previous election.
It has been repeatedly charged
against the Seiyūkai that it re-
sorted to questionable and even
criminal methods in order to get
support. All the crimes in the
political calendar, and quite a
number from the criminal, have
been alleged against the Seiyūkai,
yet in the list of political offences
during the recent election campaign
we find 123 Minseitō men prosecut-
ed, and 121 of the Seiyūkai! The
fact is that in Japan, no matter
what party is in power, politics is
a crooked business—and it must
be in the circumstances of the case.
This is not to say there are no
honest men in Japanese politics.
There are—and it is greatly to
their credit that they can keep
their hands clean in spite of the
opportunities and strong tempta-
tion to indulge in graft. The long
list of scandals recently revealed in
Japan shows the extent to which
corruption exists in official and
political circles. Whether there is
likely to be any process of puri-
fication under the Minseitō Govern-
ment it is too early to say. Such
a cleansing is long overdue, but if
it is done properly the men exposed
and discredited will be found not
to be all of one political com-
plexion. It will need a very strong
man indeed to start such operations,
and he will require the support of
many more determined men to see
that the job is done properly.
Whether Mr. HAMAGUCHI is the
man, and whether he has the neces-
sary backing, we may discover as
time goes on. Meanwhile it is good
news for China that a party pledged
to a liberal foreign policy is re-
turned to power, for Sino-Japanese
relations call for careful handling,
and it would be very unfortunate
if there were any revival of the
"positive" method of dealing
with Japan's differences with
China.

News and Views.

On March 14 the 24th annual
meeting of the Dairy Farm, Ice &
Cold Storage Company, Ltd., will
be held at the offices in Lower
Albert Road. Further details will
be found in an advertisement ap-
pearing elsewhere.

A report has been made to the
Police by Mr. D. W. Minshall, of
Room 62, European Y.M.C.A., that
some time between the hours of 3
and 5.30 p.m. on Monday, some
person entered his room and stole
a small silver cup and an ebony
stand. The value of the cup, which
belongs to Dr. Anderson, of the
S.L.I. (now in camp at Fanling)
was given as \$15.

After having delivered an ad-
dress to cricketers "Andy" Ducat,
who is coaching in Brisbane, volun-
teered to answer questions about
cricket. One question was: "A
bowler delivers a slow high ball
which would drop, if allowed to, to
the bats. How should such a ball
be played?" Ducat smiled, so did
his audience. "I should play such
a ball just as a lawn-tennis player
smashes a lawn-tennis ball, but I
would hold the bat with two hands,"
was Ducat's reply.

The following item of news from
Canton will be read with interest
by many readers. Mr. Galloway's
shooting-party up river last Sunday
found the duck gone—no doubt
owing to the much warmer weather
of the last three days or so. They
came upon a pond which had been
emptied for repairs to sluice, and a
great number of snipe rose from it
before a shot could be got at them.
Out of 10 snipe bagged subsequent-
ly from this one spot no less than
7 were "painted snipe," which
seems a very high proportion for
this variety.

Owing to the bad condition of the
track, another train of the Canton-
Hankow Railway was derailed yes-
terday, near the Tai Hang How
station. Considerable damage was
done to the sleepers and one tele-
phone pole was knocked down.
There were no casualties.

On Monday the turbine-vessel
Venetia reached Canton from Hong
Kong at 1.30 p.m., and commenced
her career in the river in a rather
unimpressive manner. In swinging
too near the U.S.S. Helena her
enign-pole got foul of some of the
Helena's upper-works, and the flag
with which the Venetia was dressed
was pulled down. The Chinese en-
sign was also torn away. Fortuna-
tely no serious damage was done, but
it must have been a close shave.

In 250 years Vienna will be dead,
according to the figures of an
Austrian mathematician. At the
present time the death rate exceeds
the birth rate. Monthly figures
show that deaths exceed births
by even 1,700. Vienna's traditional
suicide tendency is still on the in-
crease. Last year the number of
suicides, 867, caused from epide-
mics. At the present time there is
an average of three suicides to every
hundred deaths.

Mr. Joe C. Hay of Brockton,
Mass., who was appointed adminis-
trator, is having his troubles in
settling the estate of Joe Yick Shoo,
a Chinese who died in Cambridge,
Mass., last year. It seems that
Shoo was known as Water Chew,
Joe Yick Chew, Joe Yick Coo, Joe
Yick Coo, Joe Yick Shoon, Ah Gow,
Ah Now, Noe Now, Joe Gow,
Walter Joe, Ah Joe, Charlie Joe,
Joe Lee, Joe See, Joe Y. See, Joe
Y. Su, Joe Y. Sue, C. Yick, C.
Yee, See Yick and Joe Y. Shu. The
administrator has asked the Court
that all 22 names be incorporated in
the petition by which he was ap-
pointed to facilitate settlement of
the estate.

Traffic Control.
Is there, or is there not, a rule
that vehicular traffic at the Star
Ferry wharf on Hong Kong side
should stop when passengers just
landed are crossing the road on
their various ways? A fortnight
ago we expressed approval of the
(presumed) police order to hold up
traffic for a minute until the crowd
had dispersed. Lately we note that
some policemen stop approaching
vehicles, and others do not. The
consequent confusion, not knowing
whether motors and cars will be
stopped or not, makes matters much
worse than they were before at the
dangerous point. If it has been
ordered that vehicular traffic should
be stopped for a minute or so, the
order should be carried out. If no
such order has been given, then it
should be!

Spurgeon's Tabernacle.
Spurgeon's Tabernacle in South
London, one of the largest and most
famous of Nonconformist churches,
has until now derived directly from
the idiosyncrasies of the great
preacher from whom it is named.
This is the absence of an organ.
Spurgeon's Tabernacle must be one
of the very few chapels that has had
no organ, and the reason was that
Spurgeon, a man of most decided
views about everything, would not
have one. Spurgeon was an enthu-
siast for what is now called com-
munity singing—that is to say, he
liked everyone in the congregation
to make his or her voice heard in
the hymns, and he thought that an
organ was an obstacle, perhaps, as
concealing the backwardness of the
non-singers. At any rate many
people who used to flock to the
Tabernacle to hear his vigorous and
downright sermons must remember
that in his day the singing was led
by a man who used to stand in the
pulpit beside the minister, with a
tuning-fork, which he struck on the
table to lead the congregation on
to the correct note. Times have
altered, and now Spurgeon's Taber-
nacle has been provided with a fine
new organ.

London Hotel Changes.
Another London hotel with a big
reputation is suffering change. The
Princes in Jermyn Street is to be
pulled down and rebuilt in more
modern form. It overlooks the
garden churchyard of St. James's
Piccadilly, and on the Piccadilly
side it occupies the lower part of
the very handsome building which
the Royal Institute of Painters in
Water-colours erected at the end of
last century. The Piccadilly build-
ing will not be affected. It was one
of the three or four most fashion-
able restaurants in London in the
early part of the century, and
always had a close connection with
the stage. Probably that was the
incentive to its first success through
the introduction into London of the
short dinner, at a time when other
restaurants gave very long dinners.
In these days society and the stage
did not mix very much, but liked
to look at one another in the neutral
ground of a restaurant. It became
a favourite place for theatrical
restaurants, and latterly became a
favourite place for people from the
North who wanted a night's gaiety
in London. It is to rise again with
ideas that will give it a new in-
dividuality.

Government and Vehicular Ferry.

We have been notified by the
Colonial Secretary that the ques-
tion of providing a vehicular ferry
between the island and the main-
land has recently received the fur-
ther consideration of Government,
and it has been decided that, while
it is desirable such a service should
be instituted with a minimum of
delay, it would be in the best in-
terests of the Colony that respon-
sibility for the construction and
maintenance of the piers should be
retained by the Government, and
that the questions of building the
necessary boats out of Government
funds and of the most satisfactory
method of running them, if so built,
should be further explored. The
methods of financing the construc-
tion of the piers and boats out of
public funds are engaging the im-
mediate attention of the Govern-
ment.

Burma's Bad Reputation.

A Straits Times correspondent
writing from Rangoon remarks with
regard to the New Year Honours
List that great satisfaction was ex-
pressed at a number of awards to
police officers for distinguished ser-
vices in capturing dacoits, etc.
Burma has the unenviable reputa-
tion of being the most criminal
country in the world next possibly
to Mexico, and it will be realised
that the police have a none-too-
attractive occupation at times. In-
deed, its dangers are almost equal
to those of an army conducting
guerrilla warfare. This is especial-
ly so in the wild jungle regions of
Upper Burma where dacoits lurk
in desperate gangs. Despite strenu-
ous efforts on the part of the au-
thorities these dacoits somehow
manage to secure arms, and the
skill with which they can use them
is testified to by the number of
their victims. The Government's
policy in regard to the prevention
of dacoities is to encourage a defen-
sive spirit among the villagers
themselves. District Commissioners
are instructed to provide the names
of all villagers who display any
courage in combating dacoits and
the Governor's awards are usually
both prompt and liberal. The suc-
cess of this policy is apparent in
the decreasing cases of panic where
a village has been attacked. But
where the police are subjected to
most danger is in tracking down
and capturing the dacoits. Not in-
frequently a police party has to act
like an invading army in the track-
less jungle using scouts, a rear
guard, etc., as was the case recent-
ly in the Shwebo district.

Looking Back 25 Years.

The wounded officer and men of
the Russian warship Varyag, which
was sunk by the Japanese at
Chemulpo in the first stages of the
war, had the benefit subsequently
of the professional care and atten-
tion of Dr. Atkinson, P.C.M.O. and
Dr. J. Bell, superintendent of the
Government Civil Hospital. The
services of these two gentlemen have
just been recognised by H.I.M. the
Tsar of Russia, who sent for each
a cigarette-case of solid gold, set
in diamonds. These handsome
souvenirs were handed to the re-
cipients at Government House on
Friday, by His Excellency the Gov-
ernor.—Hong Kong Daily Press,
February 27, 1905.

Looking Back 50 Years.

The decision of the Hong Kong
Chamber of Commerce in reference
to the proposed circulation of the
Japanese yen in this Colony will
take many people by surprise. It
was not generally thought that any
very strong feeling in favour of the
step existed here among the com-
munity, but the result
makes it evident that such must
have been the case for the resolu-
tion pledging the Chamber to re-
moralise the Government to take
steps to that end was carried with
only one dissentient. The very
decided discouragement given by
the home Government to the idea
of the dollar being coined in Eng-
land for the use of Hong Kong, the
Straits Settlements, Labuan, etc.,
and the small prospect existing of
the establishment of a mint here,
have tended to create an impression
that it is of little use waiting for
a coinage of our own. Mean-
time, as the Hon. W. Keswick re-
marked, when suggesting this possi-
bility, there are advantages to be
derived from the introduction of
the yen into the Colony, and the
question of the permanence of its
supply should perhaps hardly be
raised as an objection to its legisla-
tion. We trust that if the local
Government—as is exceedingly prob-
able—accedes to the memory of the
Chamber and takes action to
make the Japanese yen a current
in Hong Kong, it will also and simul-
taneously forbid its defacement by
chopping. That the legislation
of the yen will facilitate the con-
duct of business and that in time
it will supplant the chopped tokens
now in circulation is a general de-
sire. That the supply of the coin
will prove to be of a permanent
character we trust may be satisfac-
torily shown by the Japanese.—
Hong Kong Daily Press, February
28, 1930.

WHEN IN DOUBT
LOOK IT UP.

Annuals for 1930:—

WHITAKER'S ALMANACK	... ..	\$4.80
THE CHINA YEAR-BOOK	... ..	\$15.00
THE JAPAN YEAR BOOK	... ..	\$18.50
BROWN'S NAUTICAL ALMANACK	... ..	\$2.40
THE ADMIRALTY NAUTICAL ALMANACK	... ..	\$4.00
THE DAILY MAIL YEAR BOOK	... ..	80 Cents
JANE'S FIGHTING SHIPS	... ..	\$31.50
AMERICAN ANNUAL OF PHOTOGRAPHY	... ..	\$4.50
PHOTOGRAPHS OF THE YEAR	... ..	\$4.00
BRITISH JOURNAL PHOTOGRAPHIC ALMANACK	... ..	\$1.60
GERMAN PHOTOGRAPHIC ANNUAL	... ..	\$9.00
CULTURE OF THE NUDE IN CHINA	... ..	\$8.50

KELLY & WALSH, LTD.

(Incorporated in Hong Kong)

NAVAL CONFERENCE TO CONTINUE.

RUMOURS OF BREAKING UP DENIED.

M. BRIAND HEADS FRENCH DELEGATION.

[REUTER'S AMERICAN SERVICE.]

New York, Feb. 25. Newspaper editors examine methods for appeasing French demands for security at the London Naval Conference without involving the United States "in coercing other nations."

The *New York Times* suggests that there should be a simple proclamation by Mr. Hoover to the effect that the United States must be inevitably interested in anything menacing the peace of the world, and could be counted on to confer with other Governments in order to avert hostilities. No treaty or document requiring joint signatures would be necessary.

The *New York World* points out that Article 21 of the Washington Treaty is all the treaty any statesman really needs to assure himself that America's presence at the Conference will prevent a serious European crisis.

The *Herald Tribune* warns the United States against entering into an agreement renouncing its rights to trade with nations engaging in a non-defensive war.

French Socialist Protest.

[THROUGH REUTER'S AGENCY.]

PARIS, Feb. 25. The Socialist leader, M. Leon Blum, in an article in the newspaper *Populaire* declares that the Socialists cannot subscribe to the "considerable increase of tonnage" involved in the French naval memorandum, "rigid adherence to which will lead to the breakdown of the London Conference, and to adjournment of the general disarmament conference." M. Blum's comment is important as M. Chauvins relies on Socialist support for a majority.

M. Briand Heads French Delegation.

[THROUGH REUTER'S AGENCY.]

LONDON, Feb. 25. Commenting on Press reports that the Naval Conference is likely to break up shortly, a Foreign Office spokesman declared that no official despatches have been received to this effect. "Expressing the belief and hope that the French and Italian delegates will not withdraw, the spokesman said that in the event of their doing so, Japan will probably be prepared to continue in a tripartite conference as she did at Geneva three years ago."

Resumption Rests With France.

[THROUGH REUTER'S AGENCY.]

LATER. The resumption of the Naval Conference is dependent on the political situation in Paris. If the French delegation arrives on Wednesday Mr. MacDonald will ask the heads of delegations to confer on Thursday. The British spokesman today said the question of a three-Power pact had never been considered as a way out of alleged difficulties. There had been much talk about a Mediterranean League, but no specific proposal to that effect had been made, nor had the question of the freedom of the seas been raised.

M. Chautemps' Policy.

[THROUGH REUTER'S AGENCY.]

PARIS, Feb. 25. M. Chautemps read to the Chamber the Government's declaration of policy affirming *inter alia*, adherence to the French Naval programme outlined at the London Naval Conference. He promised to endeavour "without any way compromising the National security to prepare for the success of negotiations as was necessary to preface the General Conference on limitation and reduction of armaments."

Conference to Resume on Thursday.

[BRITISH WIRELESS SERVICE.]

RUGBY, Feb. 24. It is anticipated that if the French Chamber accords M. Chautemps' vote of confidence tomorrow night, the French delegation will return to London on Wednesday. Signor Grandi, who has spent the week-end in Rome, is expected in London tomorrow, and the Naval Conference will resume its work on Thursday. It is unlikely that there will be a plenary meeting this week, as the work in committees, owing to the adjournment of the conference, is insufficiently advanced.

(Continued at foot of next column.)

MR. BALDWIN AND NEW PARTY.

EMPIRE FREE TRADE IMPRACTICABLE.

BANKRUPTCY FOR CROWN COLONIES.

[THROUGH REUTER'S AGENCY.]

LONDON, Feb. 24. "Home and Empire" a new monthly published under the auspices of the National Union of Conservative Unionist Associations, gives prominence to an interview with Mr. Baldwin rejecting Empire Free Trade as impracticable at present, although it remains the ideal for which Unionists should strive. Mr. Baldwin points out that the policy is repudiated by the political leaders of all the dominions, and contends that if it were forced on the Crown Colonies they would become bankrupt.

Mr. Baldwin further drew attention to the treaties with foreign countries, regarding imports into their colonies and ours, while mandated territories presented even more serious difficulties.

Mr. Baldwin considers that if Lord Beaverbrook's party causes a split in Unionist ranks it will destroy any hope of Empire Free Trade within the next few years, and says that the Unionist policy, embracing safeguarding Imperial preference, rationalisation and co-operation, is the only businesslike method of approaching the ideal.

COLONIAL DEVELOPMENT FUND.

ARRANGEMENTS WITH MARKETING BOARD.

[THROUGH REUTER'S AGENCY.]

LONDON, Feb. 24. The present position of the Colonial Development Fund, which was established by the Rt. Hon. Mr. J. H. Thomas as one of his first acts on undertaking the task of finding a cure for unemployment, was explained in the House of Commons today by Dr. Drummond Shiels, the Under-Secretary for the Colonies, when a supplementary vote for the Colonial Office was under discussion. Dr. Shiels said that the relations of the Empire Marketing Board with the Fund Committee had been satisfactorily arranged, and there was no danger of an overlapping of these two organisations. The total cost of the projects recommended by the Fund Committee and approved by the Colonial Office and the Treasury since the inception of the Committee in August last, totalled £5,800,000, and the expenditure incurred by the Fund in respect of these projects was £1,302,000.

WHEAT CRISIS.

CANADIAN PRODUCERS UNEASY.

[THROUGH REUTER'S AGENCY.]

WINNIPEG, Feb. 24. Export wheat prices at the local exchange crashed to the lowest level of the year as a result of weak Liverpool quotations and the low export orders, which are under 400,000 bushels for the whole continent during the past 24 hours. A statement issued during the week-end that the prairie provinces are standing behind the wheat pool to ensure adequate financing for marketing the balance of exportable surplus of last year's crop, apparently had had no effect in face of the low export orders. The general situation with about 300,000,000 bushels still to be marketed, is causing considerable uneasiness.

YORKSHIRE PIT DISASTER.

[THROUGH REUTER'S AGENCY.]

LONDON, Feb. 25. There were 3 killed and 7 injured in an explosion at the Main Colliery in Yorkshire.

Dinner to Delegates.

The Foreign Secretary, Mr. Henderson, gave a dinner this evening at the Foreign Office in honour of the delegates to the Naval Conference. In addition to members of the Government, leaders of the other parties were among the guests. Mrs. Henderson at the same time gave a dinner party to the wives and daughters of the delegates to the Naval Conference at 10, Downing Street, placed at her disposal by the Prime Minister and Miss Macdonald.

THE WEI-HAI-WEI AGREEMENT.

NOT DEFINITELY SETTLED.

[THROUGH REUTER'S AGENCY.]

LONDON, Feb. 24. In the House of Commons at question time, Mr. Arthur Henderson said that the text of the proposed agreement in regard to Wei-hai-wei was not yet definitely settled, but he hoped that it would be possible to submit it to the House of Commons shortly.

A Conservative member suggested that there should be a clause in the agreement permitting His Majesty's ships to visit Wei-hai-wei. Mr. Henderson promised to bear it in mind.

[On page 1 to-day will be found an interesting article from a Wei-hai-wei correspondent, dealing with the situation as it appears to various observers.]

RECENT REBELLION IN TONKIN.

RINGLEADERS ARRESTED.

[THROUGH REUTER'S AGENCY.]

PARIS, Feb. 25. A message from Hanoi states that the ringleader of the recent rebellion and several of his accomplices have been arrested. Native troops are scouring the lower delta in search of the rebels.

The Governor-General in a message to the people says that tranquillity has been restored, and that the peasants can return to their farms, confident in the Government's ability to maintain order.

COLLECTIVE FARMING IN RUSSIA.

[THROUGH REUTER'S AGENCY.]

MOSCOW, Feb. 25. It is stated by authoritative Soviet circles that twenty-five thousand workers, including agricultural specialists, engineers, doctors, journalists, authors, artists, actors, and cinema operators have proceeded to different districts to participate in the organisation of collective farms. Hitherto 98,700 such farms have been established. The kulaks and rich peasants who have been banished from collective farming districts have settled elsewhere.

WARSHIPS STILL BEING BUILT.

"POCKET" AIRPLANES FOR SUBMARINES.

[THROUGH REUTER'S AGENCY.]

Despite naval limitation conferences, the world's navies go on building. "It is impossible not to be struck by the remarkable amount of warship construction which is now in progress," says one of the chapters in the 1930 edition of "Brassey's Naval and Shipping Annual," which was published last month. The editors this year are the veteran Commander C. N. Robinson, R.N., and Mr. H. M. Ross. Warships of all classes under construction for the navies of the world, apart from the British Navy, during last year, totalled 275. Warships under construction for the British Navy totalled fifty-eight.

Another striking figure that is of importance in view of the Naval Conference is that the total of submarines under construction for the world's navies was 128—of which only sixteen were for Britain. The total for France was forty, and that for Italy twenty-two.

The only country in the world that had a battleship under construction was Germany, with her startling 10,000-ton "pocket battleship."

The growing use of aircraft for overseas work is dealt with in two chapters, one naval, the other mercantile. Flying-boats, to carry a load of five tons, with a range of 1,000 miles at a speed of 100 miles an hour, for the British Navy, are described. Torpedo-bombers, with a service load of 4,711 lbs. and a top speed of 125 m.p.h., are also listed. The smallest naval aircraft is the Peto, a two-seater reconnaissance airplane, specially built to be carried on board submarines. It folds up into a space 22½ ft. long by 8 ft. wide by 8 ft. 11 in. high.

Italy is also building submersible aerodromes, one of her new big submarines being equipped with a hangar that can be dived to a depth of 325 ft.

CHINA'S DEBTS TO BRITAIN.

MORTGAGING RAILWAY REVENUE.

BRITISH MINISTER TO PROTEST.

[THROUGH REUTER'S AGENCY.]

LONDON, Feb. 24. In the House of Commons today a propos the reported contract between the Netherlands Harbour Works and the Peking Mukden Railway for the construction of a harbour at Hulutao, the cost of which would be paid from the Railway's earnings, Mr. Henderson, at question time, stated that the British Minister in China had been instructed to protest that the charging of a new loan on the security of the railway, except through the British-Chinese Corporation, violates the Railway Loan Agreement, and also to urge China to allocate the whole of the surplus earnings to the payment of outstanding debts of the railway, and to request that the contract should not be enforced until the debts are fully met and the consent of the Corporation obtained.

LANCASHIRE COTTON SPINNERS.

[THROUGH REUTER'S AGENCY.]

LONDON, Feb. 25. A ballot of the American Section of Lancashire Cotton Spinners failed to give the necessary eighty per cent. votes in favour of reverting to short time working, hence the proposal was dropped.

AFGHAN KING'S ILLNESS DENIED.

[THROUGH REUTER'S AGENCY.]

BOMBAY, Feb. 25. A private telegram from a member of Nadir Khan's personal staff denies the reports that the King is ill and states that he is in excellent health. [In our issue of yesterday, it was reported that King Nadir Khan of Afghanistan was seriously ill.]

TALKIES FOR HOME USE.

ANGLO-AMERICAN FILM ENTENTE SEQUEL.

Home talkies are brought appreciably nearer as a result of a remarkable film contract made between Mr. Basil Dean, head of Associated British Talking Pictures, and the Radio Corporation of America.

These home talkies, which, if all goes well, will be associated in Britain with Mr. Dean's organisation, will be of miniature size, printed on paper, and purchasable in the same way as gramophone records. An admirer of "Rio Rita," for example, will be able to buy a small-sized copy of that film for his permanent entertainment.

Home copies of "Rio Rita" and other productions are already in use among the heads of the Radio Corporation, controllers of the patents. The immediate effect of Mr. Dean's contract, however, is to call for the production in England, on equal sharing terms with the Radio Corporation, of a number of films which will be distributed in America by the Corporation, through its affiliated chain of theatres, and, if successful, Mr. Dean will produce a large number of British films annually on the same terms.

This is by far the most favourable contract that any British producer has succeeded in obtaining from an American corporation. It is mainly due to the personal friendship existing between Mr. Dean and Mr. William Le Baron, the Radio Corporation's producing genius, who has been responsible for a long list of talking film successes.

"Fifty-Fifty" Basis.

The first British film to be made under this "fifty-fifty" arrangement will probably be based on Mr. Galworthy's "Escape," with Mr. Leslie Howard in the leading role. The Radio Corporation frankly admitted to Mr. Dean that Hollywood found great difficulty in producing high-class social dramas, and was content to look to England for them.

A further interesting feature of this Anglo-American screen entente is that it will probably bring into the hands of Mr. Dean the wide-width stereoscopic films made in the Spor-Berggren process. One of the first American films to be made in this process will probably be a musical miscellany called "Dixiana," with Bebe Daniels the "Rio Rita" star, in the principal part.

THE CRISIS IN THE NORTH.

FIGHTING IN SHANTUNG.

[FROM A SPECIAL CORRESPONDENT.]

SHANGHAI, Feb. 25. The long expected northern war has at last broken out. Following the disbandment of the disloyal troops in Southern Shantung by the Nanking Government troops, the Shansi vanguard which had advanced to the Western Shantung borders clashed with the Nanking troops yesterday at Taining, situated in South-Western Shantung. This is the first time that the Shansi troops have encountered the Nanking troops since the crisis.

ONE LICENCE FOR 200 FAMILIES.

PRIVATE WIRELESS SET FOR LONDON FLATS.

Few people are aware that London has become possessed of the biggest private wireless set in Great Britain. It has been provided to meet the needs of 200 families and their servants.

The aerial used is a very short one fixed at a height of 140 feet above Baker-street, W.C. The listeners are the residents in a block of new flats.

Wireless has been laid on here like water, gas or electricity.

Britain has not by any means reached "saturation point" in the number of listeners. Although practically three million people are now licensed, there is no doubt that between one and two million more could profitably join the ranks.

The bringing into operation of communal wireless of the kind alluded to, however, raises an interesting query as to the licences that are necessary. Should each tenant of a building like this be called upon to pay ten shillings a year for listening, or are legal requirements satisfied by the taking out of only one licence for the whole building? The Post Office contended at the outset that one licence would not be sufficient for a big set like this at Baker-street, but they were convinced in the end that only one ten shilling licence need be taken out, because there is only one set and one building.

Only a Switch to Move.

Various technical difficulties were feared when the service was decided upon, but they have been overcome. At the top of the huge building, almost on the roof, is the big set. It is compact and simple, mounted on a large panel approximately four feet square. There is a great array of amplifying valves, which number 42, with three for emergency use.

The actual receiver has four valves (one H.F., one detector and two L.F.). They feed 14 sub-stations, each of which uses its three amplifying valves to feed 15 loud-speakers in as many different flats. The flat dwellers merely have to move a switch to turn on the programme.

By a simple device the volume of sound can be increased or reduced, for there are two strengths. One programme only can be received, of course. If there is any general desire to hear particular programmes, arrangements are made to meet this preference.

EXPLOSION ON BEN NEVIS.

BIGGEST SINCE MESSINES RIDGE.

Trainloads of dynamite were used recently in the greatest explosion ever contrived by British engineers since the Messines Ridge was blown sky high, when the waters of Loch Treig were released to flood a fifteen-mile tunnel bored through the solid rock base of Ben Nevis.

This was the final stage in the great £8,000,000 Lochaber hydro-electric scheme, and represents a triumph of engineering skill over natural obstacles.

Lochaber had spent nearly three days on the edge of a latent volcano, and the atmosphere of the vicinity had been tense with excitement through the final stages of preparation.

Elaborate precautions against mischance were taken while the charge chamber was being loaded with the explosives. When all was complete, engineers stood high on the mountain side waiting for the signal to ignite the charge. Nearly 1,400 feet below, a brightly lit excursion train whirled the loch on its way from Glasgow to Fort William, running almost on top of tons of high explosive.

"One touch of that switch," said an engineer, "and you blow that train into the loch."

The excursionists slept as the train rattled past.

THE SOVIET AND RELIGION.

STATEMENT BY PREMIER.

NEW TRADE AGREEMENT.

[THROUGH REUTER'S AGENCY.]

LONDON, Feb. 24. Mr. Arthur Henderson, the Foreign Secretary, was bombarded with questions in the House of Commons today, in regard to the anti-religious movement in Russia. He said that the Soviet Government had already furnished His Majesty's Ambassador with the information for which he had asked in regard to the legislation enforced by the Soviet on religious questions. He could not properly or feasibly ask the Soviet for other facilities to investigate the alleged persecution.

Mr. Henderson said that consultations with foreign Governments on this subject would serve no useful purpose.

What Are The Facts?

In a letter to a correspondent in regard to the religious persecution in Russia, Mr. Ramsay MacDonald emphasises that the religious persecution is hateful to the Government, but the question is "what are the facts and what can be done?"

"It would be the easiest thing in the world to act so as to add to the inflictions which Christians in Russia may have to endure. That we shall avoid, whatever the agitation may be."

Mr. MacDonald says that a good part of the statements made in regard to the persecution have proved false, but the history of religion in Russia unfortunately is full of records of persecution, and the revolutionary mentality which generations of oppression has created has all the characteristics of narrowness and violence of purpose.

Political Motives.

The Government's diplomatic recognition of Russia was decided purely on practical and political grounds, without reference to internal beliefs or policies, and an agitation inspired by politics as much as by religious toleration must not deflect any Government from pursuing the ordinary rules of international relationships and prudence.

Outlawing a country would not make it amenable to world opinion, but the opposite. Even now the tone and temper of the agitation are hardening the heart of the Russian Government, giving it the opportunity of persuading their own people groundlessly that this is all part of a conspiracy of other Governments to begin war against the Soviet.

Trade Increase.

[THROUGH REUTER'S AGENCY.]

LONDON, Feb. 24. In the House of Commons the Foreign Secretary stated that negotiations were in progress for a trade agreement with the Soviet Government from which it was hoped that a further increase of trade with the Soviet Union would result. Trade with the Soviet Union had already been increased to a considerable extent.

LIVE BURIAL STOPPED.

HYPNOTISED GIRL AND A COFFIN OF STEEL.

A hypnotist appearing at a theatre at Bilston, Staffordshire, was recently prevented by the arrival of a posse of policemen from burying a pretty girl alive.

The hypnotist had accepted a challenge made in the theatre the previous night to bury the girl in a steel coffin in eight feet of soil, after hypnotising her, and let her remain there for half an hour, or to pay £200 to charity.

More than 2,000 people had gathered at the theatre shortly after one o'clock, and a great crowd surged round the plot of waste ground where it was intended that the girl should be buried. Intense excitement prevailed when the steel coffin was carried through the stage door of the theatre by stage hands.

Girl In Pyjamas.

The girl who was to be buried had changed into pyjamas in one of the dressing-rooms, when a police sergeant and a body of constables appeared on the scene.

The sergeant asked for the hypnotist, and upon learning what he intended to do, cautioned him that if he carried out the burial the police would arrest him.

Theatre officials suggested that the girl in the coffin should be submerged in a tank of water outside the theatre, as was done on the stage, but the police objected.

The crowd became excited, and the manager of the theatre explained to them that if the hypnotist gave the demonstration outside he would have to spend the night in prison, and they would then be unable to see the act in the theatre during the rest of the week.

The girl stated that she was not afraid to stay under eight feet of soil for an hour and a half after being hypnotised.

Telegrams in Brief.

Rome, Feb. 25.—The death roll in the Bologna avalanche is now eighteen, three are still missing.

Rugby, Feb. 24.—The Secretary of State for India, Captain Wedgwood Benn, said that he hoped to be able to say in a week when the Simon Commission report would be ready.

LONDON, Feb. 24.—A meeting of the council of the Rubber Growers' Association in London decided to recommend the adoption of the British and Dutch Liaison committee's proposal to complete the cessation of tapping in May.

LONDON, Feb. 24.—It is officially announced that an Egyptian delegation, headed by the Premier, Nubas Pasha, will be arriving in London during the week beginning March 24, in order to negotiate the Anglo-Egyptian Agreement. It is learnt that the High Commissioner for Egypt and the Sudan will be requested to be in London during the negotiations.

LONDON, Feb. 24.—In the House of Commons today, on the question of Dutch flights across India, Captain Wedgwood Benn (Labour) informed Commander Kenworthy that the request for further facilities was being considered. No decision had yet been reached. Commander Kenworthy suggested that Dutch landing grounds would be most valuable to Britain in connection with flight to Australia, and urged Captain Benn to impress on the Government of India the desirability of giving the Dutch every facility. Captain Benn replied that the matter was being considered. He had nothing to add.

CHIVALRY OF THE WAR OFFICE.

IRON CROSS RESTORED TO GERMAN GENERAL.

A generous gesture by the British War Office towards an ex-enemy General was made known by Sir Ian Hamilton when he opened the British Legion Club at Solihull, Birmingham, last month.

After referring to the dinner given a few days previously General von Lettow-Vorbeck, General Hamilton said another dinner was given by him. "I am going to reveal to you for the first time," he went on, "what the German General said after I had proposed and drunk his health, for it was rather funny and very jolly."

Here is the gist of what the General said:

"You will, perhaps, have noticed I am wearing tonight my two war decorations, the *ordre pour la Merite* and the Iron Cross. I hope you have not thought this was through vanity; on the contrary, it is entirely in your honour and in order to show my gratitude for an act of courtesy which I have just received at the hands of your Government. So now I will tell you exactly how it comes: first, that I got the Iron Cross; secondly, how I lost it; thirdly, how I came to be able to wear it tonight."

"After some engagements in which my troops had made the best fight they could, the Kaiser had the idea to send me the Iron Cross. This pleased me very much. My father had won an Iron Cross in the war of 1870, and my grandfather also had been decorated."

"By jill luck the Iron Cross fell into the hands of General Smuts. Naturally, I thought it was good-bye to that Cross. But no; in the most chivalrous manner, the General sent it to me across No Man's Land. So far so good."

Buried in Secret.

"But the time came when one day General Smuts had pressed his attentions upon me in too forward a manner. So, very secretly, several chosen officers and myself buried two chests, one containing the head of a record buffalo which we had shot, the other containing my war decorations, my diaries, and letters from my wife. How it came about that these secretly hidden chests were found, God knows!"

"Anyway, General Smuts did find them, and sent them to the War Office. To-day, prompted by the most happy thought of generous courtesy, the British War Office has returned them. That is the real reason I am wearing them to-night—the first night I have had them to wear."

"He was a very good fellow," added Sir Ian Hamilton. "How glad I felt I had never shot Smuts and never even shot at General von Lettow-Vorbeck. So my last word is all of you, each in your own way, go and do likewise and help our country to recover quickly and completely its good humour."



Haig
SCOTCH WHISKY

JOHN HAIG & Co. Ltd.
Glasgow & London, Ltd.
MARKINCH, SCOTLAND.

Consumers are requested to see that every bottle of John Haig Gold Label Whisky as supplied by us bears the foot label thus: "Gande Price & Co., Ltd., Sole Agents for Hong Kong."

SOLE AGENTS:
GANDE, PRICE & CO., LTD.,
St. George's Building, Ice House Street,
Tel. C. 135. HONG KONG.

REPULSE BAY HOTEL.

CARNIVAL

SATURDAY, 1st March, 1930.

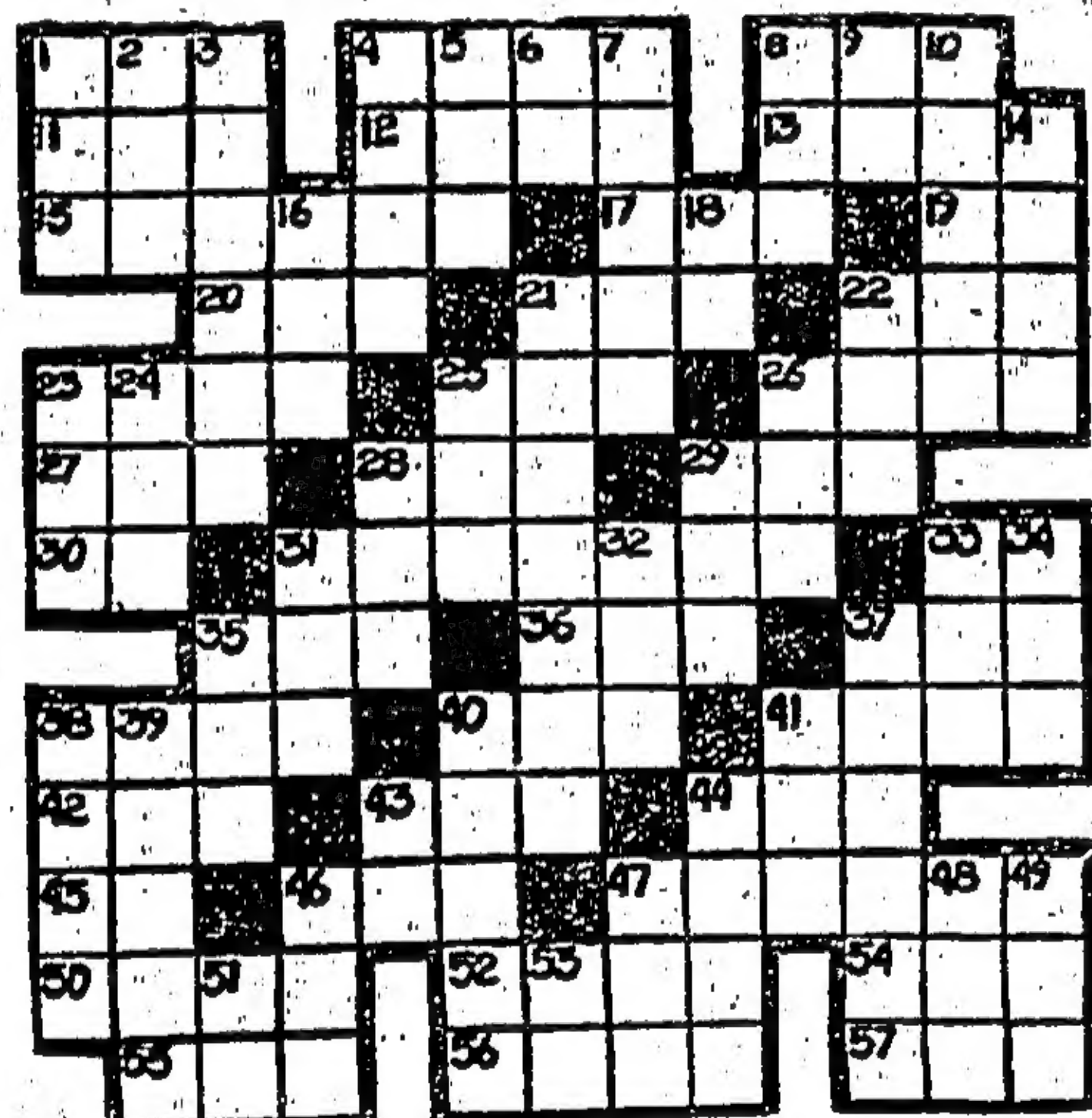
Dinner \$5.00 Per Person.

(Fancy or Evening Dress)

Tables may now be booked at any of our Hotels.

THE HONGKONG & SHANGHAI HOTELS, LTD.

CROSSWORD PUZZLE.



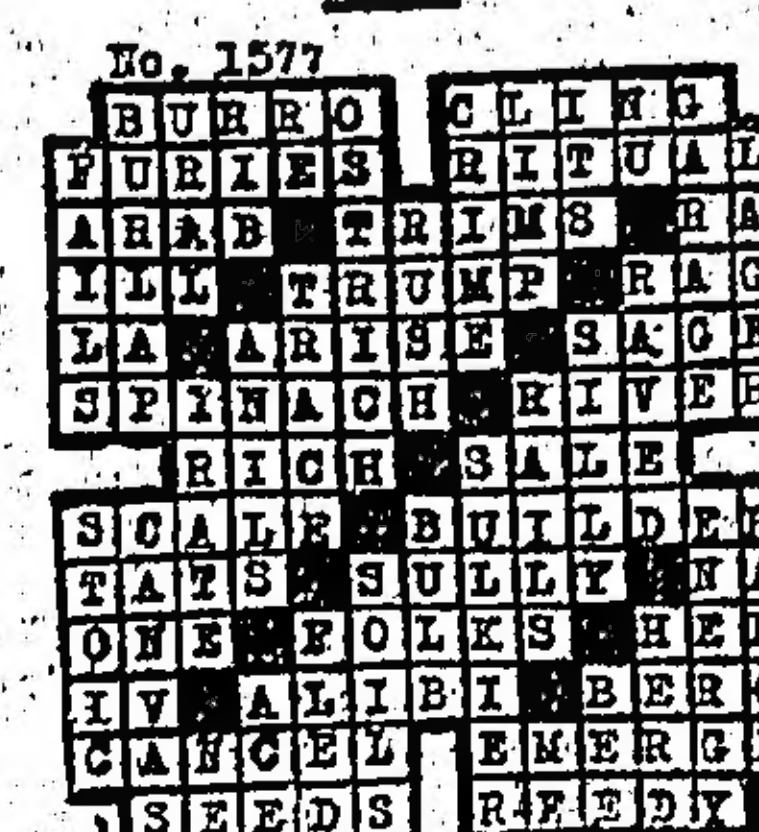
Horizontal.

- 1.—Small piece.
- 4.—Weapons.
- 8.—Distant.
- 11.—Star aviator.
- 12.—To stagger.
- 13.—Customs.
- 15.—Reposed.
- 17.—Organ.
- 19.—To depart.
- 20.—A beverage.
- 21.—Complete collection.
- 22.—Conflict.
- 23.—To unlock.
- 25.—Large deer.
- 26.—To lose freshness.
- 27.—Possessed.
- 28.—Part of to be.
- 29.—Marsh.
- 30.—Possessive pronoun.
- 31.—Punished corporally.
- 32.—Negative.
- 33.—Domestic animal.
- 34.—Moisture.
- 37.—A deity.
- 38.—Speck.
- 40.—Part of body.
- 41.—To carry.
- 42.—Song.
- 43.—Black substance.
- 44.—Collection of animals.
- 45.—Conjunction.
- 46.—Kitchen utensil.
- 47.—Protecting device.
- 50.—Move to sea water.
- 53.—Girl's name.
- 54.—Caustic substance.
- 55.—Drunkard.
- 56.—Nearest.
- 57.—Still.

Vertical.

- 1.—Obstruction.
- 2.—Cool dessert.
- 3.—Tried.
- 4.—Superficial extent.
- 5.—A colour.
- 6.—Pronoun.
- 7.—Smooth and glossy.
- 8.—Pelt.
- 9.—While.

YESTERDAY'S SOLUTION.



Sports News

YESTERDAY'S CRICKET.

KOWLOON BEAT VOLUNTEERS.

Playing at home the Kowloon Cricket Club—champions for season 1929-30 beat the Volunteers by 61 runs.

The home team, who batted first, made 167 runs for 8 wickets declared. "Teddy" Fincher was top-scorer with 49, and his brother "Ernie" made a useful 35. For the volunteers Gittins took 2 wickets for 18 runs.

The Defence Corps could only muster 116 runs. Marton played good cricket for 81 runs. For the Kowloonites, Ross and Hung each took 4 wickets for 23 and 28 runs respectively.

The scores were:—

K.O.C.

E. C. Fincher, c Gittins, b Beck	49
A. W. Ramsay, c Batger, b Baker	10
E. F. Fincher, c and b Beck	35
A. T. Lee, c Gittins, b Divett	0
W. C. Hung, c Mitchell, b Divett	4
G. Hall, st. Zimmern, b Gittins	20
G. Lee, b Baker	28
F. S. W. Smith, not out	1
D. W. Gregory, c Mitchell, b Gittins	0
Extras	10
Total for 8 wks. (dec.)	167

A. J. Kew and N. H. Ross, did not bat.

Bowling Analysis.

	O.	M.	R.	W.
S. V. Gittins	7	0	18	2
Beck	14	1	45	2
Baker	10	2	32	2
Divett	13	2	39	2
Richardson	1	0	17	0

Volunteer.

K. H. Batger, c E. C. Fincher, b Hung	4
S. V. Gittins, c Hung, b Ross	0
O. E. C. Marton, b Hung	61
F. Zimmern, b Hung	10
E. J. R. Mitchell, b Hung	4
F. Baker, b A. T. Lee	6
S. Balfour, b Ross	5
G. E. R. Divett, b G. Lee	0
J. R. Collis, b Ross	0
A. C. Beck, b Ross	3
J. E. Richardson, not out	1
Extras	22
Total	116

Bowling Analysis.

	O.	M.	R.	W.
W. Hung	7	2	28	4
Ross	9	1	28	4
A. T. Lee	5	2	9	1
Smith	4	0	19	0
G. Lee	3	0	12	1
Gregory	1	1	0	0

THE PHAETHON STAKES.

1 1/2 MILES.

"A" Class.

Boxing Eye	160 lbs.
Chesapeake Bay	153 "
Christmas Chimes	153 "
Duke of Chantilly	166 "
Fifty Fifty	143 "
Grand Tattoo Eve	147 "
Imperial Hall	140 "
King's Counsel	147 "
Majestic Hall	170 "
Misty Eve	141 "
Monterey Bay	150 "
O-Moon	143 "
One Third	153 "
Our Prince	142 "
Pickle	158 "
Town Hall	140 "
Young Pretender	134 "

"B" Class.

Buster	160 lbs.
City Hall	165 "
Cream Cracker	143 "
Delaware Bay	150 "
Erin's Isle	153 "
King's Falloch	148 "
Little Thunder	105 "
Loch Elvo	140 "
Monk	158 "
Noukhal	155 "
Samartian	153 "
Sunning	158 "
Tarmacadam	167 "
The Jamaica	151 "
The Phaeonix	153 "

"C" Class.

Amusement Tax	143 lbs.
Armory	165 "
As You Like It	145 "
Duke of Normandy II.	190 "
Inca	145 "
Kum On	140 "
Movana	140 "
Pumpkin	140 "
Sunshine	150 "
Piecy	155 "
Duke of Milan	155 "
Thunderbolt	138 "
Zephyr	163 "

H.K.C.C. TENNIS TOURNAMENT.

YESTERDAY'S MATCHES.

The following were the results of yesterday's matches on the Hong Kong Cricket Club courts:—

Open Doubles.

H. Owen Hughes and A. D. Humphreys beat Y. Sajiki and Y. Hachiuma 6-3, 8-1, 6-1.

Handicap Singles "A."

Harris beat J. Barrow 2-6, 6-0, 6-3. No play will take place to-day, but a full programme is down for to-morrow.

UNJUST CRITICISMS OF REFEREES.

DISCRETIONARY USE OF THEIR POWERS THAT HELPS THE OFFENDED SIDE.

[Here is another of the series of articles being contributed by Mr. Arnold Joseph, the famous referee to the "Daily Express," London.]

There are times in most matches when the decisions of the referee may appear rather belated.

I know of some referees who adopt the habit of carrying out their duties with the whistle in the mouth. This is rather an unwise practice, for two reasons. First: Should the ball strike the referee in the face the results would be rather disastrous for him. Second: By having the whistle in his mouth he is apt to give his decisions too quickly.

Sometimes a little hesitation by a referee may prove most beneficial, while on other occasions refraining from blowing may also be most advantageous.

In a game played some time ago the ball had swung out to the left wing, but in its flight it had to pass the defending full-back, who, not being able to gather it, pulled it down deliberately with his hands. Of course, a free kick was awarded and the game continued.

A similar pass was being made shortly afterwards, and again the same defender handled the ball, intending to stop its flight, but on this occasion he only slightly deflected it, and, being in position, quickly realised that it would ultimately reach the winger.

The Only Signal.

Knowing that he had committed an offence, the back immediately stopped play as far as he was concerned, but I refrained from blowing my whistle, which is the only signal for play to cease. So the winger proceeded down the field, playing to the whistle, as it were, and was unfortunate in not scoring a goal.

I may add that this action of refraining from awarding a free kick for deliberate handling soon cured the culprit; but, unfortunately, there were many who gave no credit where it was due, and I heard all kinds of remarks concerning my eyesight.

It is not always necessary for a referee to punish an offence if by letting it go the side offended against will have the benefit. Of course, discretion has to be used, and decision should not be delayed too long in such cases.

I heard of a case where a forward shot for goal and a full-back attempted to stop it entering the net by deliberate handling. The referee, detecting the action, immediately blew his whistle for a penalty kick. Unfortunately, the ball entered the net and a goal was claimed, but as the whistle had sounded before the ball entered the net play had ceased, and a goal could not be granted. The penalty kick was taken, and, to the dismay of the attackers, the goalkeeper saved the kick.

By a little hesitation the referee could have overlooked the deliberate case of handling, and a goal would have been the result. There are times when fouls, though deliberate, have not their desired effect, and to allow the player fouled to proceed is to his advantage. I have often adopted this attitude, yet it is rather surprising to find how many think the offence has escaped my notice.

To allow fouls to pass, however, is rather a dangerous procedure, as all play of this nature should be nipped in the bud.

There is a law which, apparently, is almost unknown. It is that "persistent infringement of any of the laws of the game is ungentlemanly conduct within the meaning of the law."

HOW MR. GOLDWYN FOUND HIS LION.

HIS DAUGHTER WANTED IT WHEN SHE SAW IT AT A ZOO.

"What about your lion, Mr. Goldwyn?"

"My lion?"

Mr. Samuel Goldwyn is the Goldwyn of the Metro-Goldwyn-Mayer films; he crossed the Atlantic to spend Christmas in Europe.

"Your lion, Mr. Goldwyn," the reporter said, "the lion that roars a greeting before your films are shown."

"Oh-ha-ha—that lion—oh, yes, I'll tell you," he chuckled.

"When I started things I hadn't a mascot. I couldn't think of one for the life of me. Pathe had a crowing cock, but I just couldn't fix on an animal."

"One day I took a small daughter I had to the Bronx Zoo in New York. She stood still in front of a great roaring lion and said, 'Daddy, I want it.' She got it."

"I hired that lion, and we had him up to the studio—and so I found my mascot."

"He roars well, doesn't he?"

TSINGTAU

"ERIN HOUSE" "ARDEE HOUSE"

FIRST class Private British Hotels. Sunny position—Delightful views. Near Sea. Excellent cuisine and all Home comforts.

Telephone Ad. "HARRIS" P.O. Box No. 45. [9054]

INTIMATIONS.

HONG KONG TELEPHONE CO., LTD.

AUTOMATIC TELEPHONE SYSTEM.

DEMONSTRATION MODEL.

A DEMONSTRATION SET showing the operation of the Automatic Switches during the Progress of a Call, and demonstrating the Various Tones received at Each Stage has been installed in the MAIN LOUNGE of LANE, CRAWFORD'S CAFE, and Telephone Users are Earnestly Requested to avail themselves of the Opportunity of Becoming Conversant with the Method of Operation by paying a Visit to This Working Model where Officers of the Company will be in attendance to explain the Functioning of the Switches and the Meaning of the Different Tones.

J. P. SHERBY, Manager. [8951]

CHINA UNDERWRITERS, LIMITED.

NOTICE IS HEREBY GIVEN that by a Resolution of the Board of Directors of CHINA UNDERWRITERS, LTD., made on the THIRTEENTH INSTANT, A CALL OF ONE DOLLAR Per Share has been made upon the Members of the Company payable on or before the TWENTIETH DAY OF MAY, 1930, to the Company's Bankers, THE HONG KONG AND SHANGHAI BANKING CORPORATION, at Hong Kong.

Dated this 14th day of February, 1930
By Order of the Board,
HERBERT R. STURT,
Manager and Secretary. [9051]

INTIMATIONS.

SILICA.

THE SILICA Produced at the PAK SHA WU MINING DISTRICT, WALCHOW, KWONG TUNG, is a Well-known Product, of High Quality, and is supplied to Various Leading Glass-Factories in All Parts of the World. We are Now Working the Mine on a Large Scale, and all Wholesale Business is conducted by the Company. Any Glass Factory desiring to make Purchases Direct, and Any Persons wishing to take up Agencies for Our Product, are requested to apply to:—

"LAM TIT SHANG,"
General Manager,
TAI LEE MINING CO.,
25, Chin Loong Street,
(3rd Floor), Hong Kong.
Telephone: C. 3886.

CREDIT FONCIER D'EXTREME ORIENT.
MORTGAGE BANK AND ESTATE AGENTS.

"PEAK MANSIONS"
Six-roomed & Five-roomed Apartments

PRINCE EDWARD ROAD, KOWLOON.

Detached and Semi-detached Villas. Modern Construction with Garage.

"CAMBAY BUILDINGS"
Flats with Modern Conveniences

THEATRE ROYAL

Owing to Their Enormous Success

RETURN VISIT

of

THE ENGLISH SINGERS

THE WORLD FAMOUS ENSEMBLE

FRIDAY, FEBRUARY 28th at 9.15

Under the immediate patronage of
H.E. The Officer Administering the Government
and Mrs. Southern.

Popular Prices: \$4.00 and \$2.00.

Booking at Montrie's.

[8605]

BUILD

FOR

UNDIVIDED RESPONSIBILITY.

LET US INSTALL YOUR

AIR CONDITIONING PLANT

CENTRAL HEATING

FIRE FIGHTING EQUIPMENT

SANITARY INSTALLATION

WAYGOOD OTIS LIFTS

ELECTRIC INSTALLATION

DECOLITE FLOORING

RU-BER-OID ROOFING

METAL SHOP FRONTS

OFFICE EQUIPMENT

ELECTRIC MACHINERY

REFRIGERATING PLANT

POWER PLANTS

PUMPING PLANTS

LAUNDRY EQUIPMENT

COOKING APPARATUS

ESTIMATES FREE.

DODWELL & CO., LTD.

QUEEN'S BUILDING

PHONE C. 1030.

28021.

MOTOR NOTES.

Sound Advice on Batteries.

It is not always realised that the first battery on a car does all the "back" work. So says one of the series of *Proverbial Talks*, in which Joseph Lucas, Ltd., the well-known Birmingham manufacturers of batteries, magnetos and electric lighting sets, quote some home truths and also explain how their products are tested. "There is more strain on the battery during the first few thousand miles than during the whole of the remaining life of the car. The still new engine requires a much greater starting effort, with consequent stress and greater drain on the battery. Naturally, a replacement battery will normally have a longer life than the first battery. Again, in the case of new motorists, a replacement battery often benefits by the greater experience of the driver, who will not repeat his first mistakes in starting and use of the charging switch, which probably resulted in undercharging or excessive over-charging of the first battery at various times. The old proverb says, 'Never swap horses while crossing a stream.' It is equally unwise to change the make of your battery from that fitted by the car makers to give the best results with the lighting and starting system. Should a replacement battery become necessary, at the same time, make that has served you through the most strenuous period of your car's life. And keep the battery in the best of condition by observing the few simple attentions advised by the battery makers in their instructions."

The A.A. and Aviators.

The Report on the Progress of Civil Aviation, issued by the British Air Ministry, Directorate of Civil Aviation, includes the following:— "The Automobile Association has taken a useful and important step in connection with private flying by establishing a special branch to give assistance to private owners of aircraft on the lines of that given by them to motorists. Apart from giving assistance in arranging for foreign tours, the Association has formed a body of ex-air Force mechanics who attend aircraft meetings for the benefit of its members, and a scheme has also been organised whereby members may drop messages at a number of selected A.A. road posts, asking for arrangements to be made for petrol, housing, cars, hotels, etc., at any aerodrome in Great Britain, these messages being received by the A.A. road patrols and forwarded by them by telegraph or telephone. The scheme is working satisfactorily. Arrangements were made with the Automobile Association for the distribution of meteorological information in England for cross-country flying by private pilots. Weather reports from a network of stations, together with short-period forecasts, are supplied to the Association twice daily, the Association arranging for the exhibition of the information on maps at selected centres. The maps are similar to those exhibited at Croydon, which show the weather conditions, along the Continental air routes."

SERVICE

—REAL SERVICE!

Latest Machinery
Expert Mechanics
European Supervision

MAY WE SERVICE
YOUR CAR?
NO JOB TOO SMALL
NO PROBLEM TOO INTRICATE.

MAIN SERVICE STATION
10, CROSS LANE
WAN CHAI C.3193

KOWLOON
CAMERON RD. K.1624

THE PEAK
PEAK GARAGE P.208

IN CASE OF
EMERGENCY
C. 3193

LANE, CRAWFORD, Ltd.
MODERN MOTOR SERVICE

MOTOR NOTES.

New Transport Venture.

After the completion of his world tour, Sir William Morris, Bt., came to the conclusion that there is a big future for medium and heavy commercial vehicles, provided they can be produced economically and sold at low prices. As a result of Sir William's deliberations, the commercial vehicle plant of his huge British organisation has been considerably extended by the addition of another branch works in Birmingham, where heavy-weight trucks and luxurious passenger vehicles will be produced in large numbers. One of these new models, a medium weight 50 cwt. lorry, called the "Leader," has been designed to meet the requirements of transport users in all parts of the world—its specification gives a powerful engine, developing 60 h.p., five-bearing crankshaft, dynamically and statically balanced, four-speed gearbox, fully floating over worm axle of great strength, and all necessary accessories. Owing to new methods of standardisation, it will be possible to turn out these new trucks at considerably lower prices than before. This 50 cwt. truck, and the 20-passenger and 25 passenger coaches, as exhibited for the first time at the Olympia Show, are the first models of the new series of Morris-Commercial heavyweights, ranging up to 10 tons capacity, which, it is expected, will eventually be seen in service in all parts of the world.

A Long, Long Trail.

Paasina II. is a mare who claims to hold the world's Trailer Record, for a short while ago she travelled from Beverley, Yorkshire, to Kelsie, in Scotland, and back, 380 miles in a day, in a horsebox towed by an Armstrong Siddeley car. Had she gone by rail it would have been a three days' journey and the cost would have been from £8 to £10. By road the cost was about £3. In addition to the trailer, the car carried the driver, two passengers and a groom.

The Monte Carlo Rally.

No driver has a greater experience of the famous Monte Carlo Rally than the Hon. Mrs. Victor Bruce. She competed in the 1927 Rally as a passenger with her husband, but the next year entered herself. She was then successful in winning the Ladies' Cup and 1,000 francs for driving single-handed from John O'Groats to Monte Carlo. She also attained fourth place out of 100 entrants, thereby being the only British lady entrant who has ever been placed in this great international classic. Special interest, therefore, attaches to her latest effort which will be made from Lapland, the most northerly point that has yet been attempted. Some time ago, Mrs. Bruce obtained a Hillman Straight-Eight from Rootes, Ltd., and she was so impressed with the performance of this car that she is entering one of the latest models for the 1930 Rally. The car, which is a Segrave model, has been specially finished to Mrs. Bruce's requirements, and the effect is very striking indeed. The body is in cream, with violet mouldings, the interior upholstery being of violet leather, and the wheels are chromium plated.

Northern Ireland and Canada.

The Belfast agents of the Canadian Pacific Railway have still in daily use a motor vehicle which has given over twenty years' service. This vehicle is a 12-h.p. Sunbeam, and was built in 1908. After being in use for many years as a private car, during which it covered a big mileage, the original body was taken off and a new one fitted for the conveyance of baggage to the Canadian Pacific steamers at the docks. It is still in daily use for this purpose, and thousands of tons of baggage leaving Belfast for Canada have been carried on it to the docks. Twenty years is a long period for any motor vehicle to be continually in use, but this Sunbeam still runs with unfailing reliability—a fine tribute to the quality of its construction, particularly as this car was originally designed solely for use as a private car not for the heavier work which has been imposed upon it during its life as a commercial vehicle.

Motorist and Pedestrian.

A case of interest to motorists has just been heard at Brighton, England, when the Automobile Association successfully prosecuted a pedestrian under the Malicious Damage Act, 1861. The evidence for the prosecution showed that an A.A. member was driving his car alongside a tramcar in London Road, Brighton, when a man standing on the pavement deliberately smashed the near side window of the car with his stick. He subsequently denied all knowledge of the incident, but stated that "cars were a nuisance on the road." After a lengthy hearing, the Bench fined the defendant £1, ordered him to pay the cost of the damage, £4 17s. 6d., and £1 6s. 6d. towards the costs of the prosecution.

THE CAR BATTERY.
MAINTENANCE HINTS.

More trouble is to be expected from the car battery in the winter season than at any other period of the year, but it is trouble that may be minimised and indeed virtually eliminated if the causes of it are realised and proper precautions taken. Given these, a good battery will do its work without hesitation. But we have to reckon with the fact that a majority of motorists lack the facilities which make care and attention in the winter as easy as in summer. It is not a pleasing task to potter about the garage on a cold night, trying to make do with an inspection lamp when both hands are otherwise needed. To postpone that should be done is to throw the car out of commission for the only driving time a man may have at this period of the year. Yet the tasks have to be faced, for cars need attention, and particularly now it is desirable to keep the battery in good condition. It is needed for the lights; it is very desirable that it should be in fit condition to operate the self-starter.

Batteries are apt to run down in this first quarter of the year because they are used more, the demand for current for lamps and for starting being greater, and as we run less mileage as a rule, charging falls below the rate of usage. Stopping the Leaks. Battery service, even such as a private owner-driver can give, should be begun so soon as the winter hours set in. The battery should be cleaned; all the connections should be seen to and tightened up where they have worked loose, and all the terminals should be well smeared with vaseline. Acid has a way of creeping, and where there is creeping there is leakage; vaseline is the best remedy yet known for this leakage. The filling plugs should also be tightened, this after the cells have been cleaned. This topping-up process demands the use of distilled water, a point which all battery-makers emphasise, but it may be said, on the authority of one well-known manufacturing company, that some water as drawn from the domestic tap is pure enough for use in the cells. This water should be added immediately before the cells are given a charge, even an ordinary charge such as given by the running engine. This method ensures that the added water is thoroughly mixed with the acid in the cells when the charge is being put in. Acid should not be added. If it is needed, the best thing is to hand over the work to an experienced repairer of batteries. Car-owners skilled in these matters may note, however, that the specific gravity of the acid should be approximately 1.240.

To keep up with the drain on the battery in winter the switch should be over at "charge" all the time the engine is running. This is not necessary in times of long daylight, when the battery may be charged for, say, about half the running time, and when free use should be made of the horn and the self-starter. A battery is healthiest when it is giving out as well as taking in. It is a reservoir, and, like a reservoir, should have a free supply and a free outlet.

Some Charging Values. Cars vary in their charging rates and in their rates of consumption through lamps, horn, self-starter, and through such gadgets as cigarette-lighters, and as it is possible to keep the battery charged by the engine some rough indication—of what these various necessities take may be given. They are set down not as so much consumption, but as a general rule a car should be charged for three-quarters of an hour a week to keep it fit. The self-starter makes a heavy drain on battery capacity; to replace, charge for one minute for every four seconds the self-starter is in use. For every thirty seconds the horn is used, charge a full minute. The lamps make less call on the battery. If side and tail lamps only are used, for every hour of such use charge half an hour. The headlights make rather heavier call, and an hour's charge for an hour's use will not be out of place.

By practice such as this, the simple running of his engine, an owner may keep his battery well up to the mark. As for the cost of this practice, it has to be said that of all running costs petrol is about the cheapest. Setting this cost against the convenience gained in the way of an ever-ready car, it is not extravagant. It is practice recommended by a battery-manufacturing company, and may be a possible danger of lights that are too dim to be of service, of the trouble of a battery that will not turn over the engine, and the cost and inconvenience of having to take the battery to a charging station to be seen to.

MOTOR MILLIONS.

BRITISH INDUSTRY GROWS
18 TIMES IN 22 YEARS.

For every motor car produced in 1907, British factories produce 18 to-day at prices which, on an average, are 50 per cent. below the pre-war level. These and other striking facts are set out in a booklet entitled "Pride of Achievement," which has been produced by the Society of Motor Manufacturers and Traders (British Manufacturers' Section).

It announces the start of an extensive campaign to regain the overseas markets that were lost as a result of the war, and tells the history of the remarkable progress made by the British motor industry at home during the last 20 years in face of many difficulties and fierce competition.

Links in the Chain.

The British section of the society has opened offices in Australia, New Zealand and South Africa as first links in a chain that is to connect world markets with the British factories.

During the first eight months in 1929, British exported motor vehicles, chassis and parts to the value of £2,000,000—an increase of over 50 per cent. on the corresponding period last year.

In 1913, states the booklet, Britain had just commenced to develop overseas markets, and had exported 9,000 cars that year, when the resources of the industry were turned to the manufacture of lorries and tanks for the war, and the export trade was strangled. "The stage is now set for an era of expansion throughout the world," continues the booklet, "British manufacturers were never more determined to do their best, not only for the welfare of the industry, but in order that they may play their part in maintaining 'British commercial prestige.'"

Growth at Home.

The growth of the industry at home is illustrated by some remarkable figures.

In 1900 there were only 3,000 motor vehicles—including private cars, cabs and commercial vehicles—on the roads of Britain. As a result of a 1,000-mile tour of motor cars throughout the country, organised by the Automobile Club (now the Royal Automobile Club), the number of motors multiplied over sevenfold in five years, jumping to 23,000.

This year Britain has reached a record output of 215,000 motor vehicles and the industry employs, directly and indirectly, close on half a million men and women.

GOLDEN ARROW FOR
THE NATION.

SIR C. WAKEFIELD BUYS
WONDER CAR.

The Golden Arrow, the £30,000 British wonder car with which Sir Henry Segrave regained the world's fastest land speed record for Britain from the United States, has been bought for the nation by Sir Charles Wakefield.

This announcement was recently made by the trustee of the estate of Mr. H. S. Horne, to whom the car belonged. The Golden Arrow came on the market following the announcement that Mr. Horne had filed his petition in bankruptcy. It was his intention to present the car to a museum in Kensington.

A number of famous racing drivers were in the market for the car with a view to entering it once more for the world's speed record.

Sir Charles is fulfilling the desire of his original owner by buying it and presenting it to the nation, and it will now rest in a museum as a lasting monument to a wonderful feat of British motor engineering.

There has never been a motor-car like it, for it was practically hand-made throughout, while even the smallest nut was cut out of solid metal, and for every different part and bolt a separate drawing was made by Captain Irving, the designer, who altogether made more than 5,000 drawings.

He realised that the slightest fault might prove fatal to the driver, and insisted that the safety factor should be studied in the minutest detail; hence the enormous cost of the motor-car. Sir Charles Wakefield is one of the silent figures behind most of the British attempts at world's record on land and water, and during the past few years has supplied over 250,000 for such ventures.

STRUCTURE OF
MATTER.PROFESSOR DEMPSTER'S
EXPERIMENTS.

Professor A. J. Dempster, of the University of Chicago, has been awarded the thousand dollar prize of the American Association for the Advancement of Science for his proof that all matter has a wave form as well as a particle form. By photographing the behaviour of a hydrogen atom penetrating a calcite crystal, he was able to show that the infinitesimal nucleus of the hydrogen atom is in a state of continuous motion at a tremendous speed.

Commenting in an interview with a representative of *The Observer*, on Professor Dempster's demonstration, Professor E. N. da C. Andrade, Quain Professor of Physics in the University of London, said: "A revolutionary step in physics was taken soon after the beginning of the present century by the establishment of the quantum theory, which embodied the idea that light waves and other waves, such as X-rays, had many properties of particles, while at the same time having wave properties."

Wave Mechanics.

"A few years ago a further step was taken when the theory of so-called 'wave mechanics' was initiated, in connection with which Prince Louis de Broglie received the Nobel prize last year. This theory is based on a conception that the mechanical properties of ultimate particles are to be expressed in terms of groups of waves of a peculiar kind. In other words, this supplements the idea that the waves of radiations have particle properties by giving to particles wave properties."

"It is one of the troubles of modern physics that the conceptions can no longer easily be expressed or illustrated in terms of the properties of ordinary mechanical things, with which the reader is familiar. The waves in question in wave mechanics are not quite of the same nature as waves propagated through ordinary materials, such as a jelly or a liquid. They have certain properties which are easily expressible mathematically, but are with difficulty interpreted in familiar terms. The strength of the theory is that the results which came out at the end of the calculations explain many of the difficulties which arose in the original form of the quantum theory."

A Great Difficulty.

"Striking experimental confirmation of the underlying idea of the 'wave mechanics' (namely, that particles have wave properties) was furnished in 1927 by Davison and Germer, when they showed that electrons (which are particles of negative electricity hitherto treated as something in the nature of minute lumps) reflected from crystals produced just the same kind of pattern as waves of the size predicted by the theory would do. This result was beautifully supplemented by Professor G. P. Thomson, son of Sir J. J. Thomson, when he showed that electrons passing through exceedingly thin crystals produced this kind of wave pattern."

"This then established wave properties for particles of negative electricity. Apparently Professor Dempster has now carried out similar experiments with the elementary particle of matter, namely, the hydrogen nucleus, or proton, and so has completed the chain by establishing wave properties for matter."

"A great difficulty of the experimental technique is to obtain crystals thin enough to allow the particles to pass through. For instance, Professor G. P. Thomson used crystals of gold, and his gold films are so thin that objects can be plainly seen through them."

PASSENGERS.

Arrivals.

The following passengers arrived here by the A.M.L. s.s. President Madison from Shanghai:—Mr. D. C. Boyce, Mr. and Mrs. Alfred Brush, Mrs. P. V. Botelho, Miss C. M. Botelho, Mr. P. Botelho, Mr. Chen, Mr. Chan Song, Mr. S. Y. Chur, Mr. Y. M. Chen, Miss T. Cory, Mr. and Mrs. H. S. Dudley, Mr. C. E. Dant, Mr. T. Y. Denny, Mr. M. B. Daniels, Mr. R. V. Fowler, Miss V. Hay, Mr. and Mrs. W. P. Hacker, Mr. J. Hartzenbusch, Mr. G. F. Jackson, Mr. Ralph M. Johnson, Miss M. Johnson, Mr. C. P. Kwan, Mr. and Mrs. Carl Keith, Mr. Y. L. Goh, Mr. Shih Lian, Mr. Robert Lewis, Mr. Hay Lan Lim, Mr. Lee Lasser, Mr. H. Merckel, Mr. M. R. Nicholson, Mr. W. H. Peters, Mr. E. Rutger, Mr. E. P. Remington, Mrs. M. G. Samples, Dr. S. H. Sheldon, Mr. M. W. Stranack, Mr. C. A. Steibel, Prof. H. Schenck, Mr. P. H. Snodgrass, Mr. C. M. Wise, Mrs. Yang Lay Shee, Mr. T. J. Yu, Mr. H. H. Yao.

A MOTORIST'S RESOLVE.

TO DRIVE NO MORE AFTER
ACCIDENT.

An inquest was held at the Manchester Coroner's Court recently on George Patterson (53), carter, who died from injuries received in a motor accident. Patterson, it was stated, was walking along Oxford Road accompanied by a Pomeranian dog. The dog was heard to yelp, and the next thing that was seen was a man clinging to the radiator of a passing motor-car.

Reginald Arthur Rider, dentist, said he was driving a two-seater car and when nearing the Royal Infirmary he heard a dog yelping. Another car, a saloon, had just passed.

Mr. Surridge: Did you think this other car had hit the dog?

Witness: I could not say, but a man suddenly went up in the air in front of my car. It was raining hard at the time.

A Jurymen: Did you not see any person in the road at all?

Witness: I saw no one.

The jury returned a verdict of accidental death, and added that they were of the opinion that the driver of the motor ought to have kept a stricter look-out.

Mr. Surridge: I hope you will bear the warning in mind, and exercise greater care.

The driver said he had been running a car nine years. "I have decided," he added, "not to drive a car again."

The Coroner: I wish everybody who has a serious accident of this kind would come to the same decision.

Coming soon . . .

A NEW
EIGHT

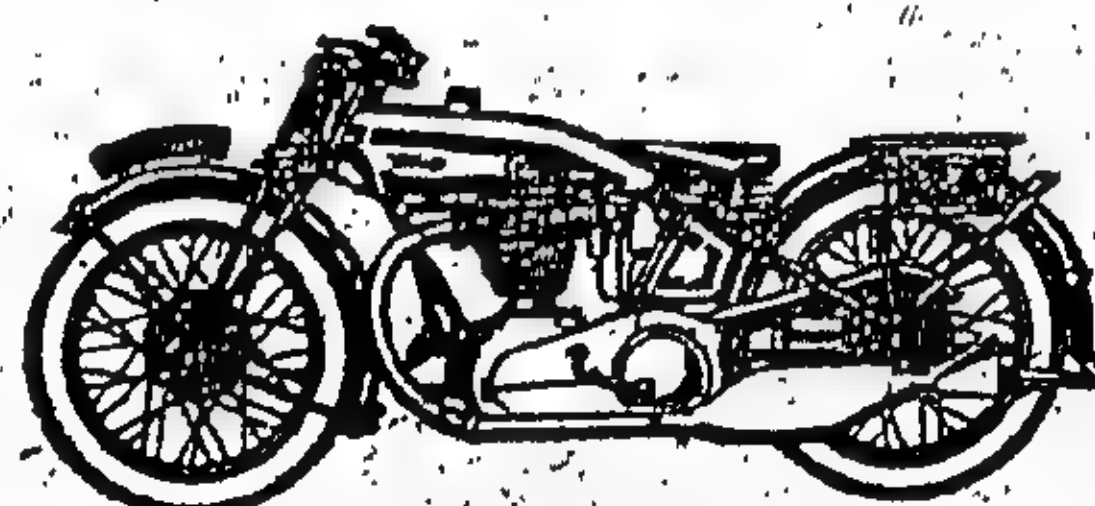
that will cost less to buy and
to operate than most sixes

Built to champion car standards by
STUDEBAKER
world's largest builder of eights

THE HONGKONG HOTEL GARAGE.

25, Queen's Road Central. Tel. Central 4750.

FIRST IN HONG KONG
"1930" BRITISH MOTOR CYCLES



NORTON

MODEL No. 18 4.90 H.P.

"Unapproachable" as the machines have proved in the past, 1930 witnesses an even finer production in NORTON. Many important improvements are embodied in the new NORTON designs including enclosed valve gear mechanism and push rods, detachable cover for Rocker Box, improved arrangement of cylinder head layout, efficient silencer, and Chromium plating.

COME AND INSPECT IT AT

THE SINCERE Co., Ltd.

SOLE AGENTS.

ADVERTISED SAILINGS FROM HONG KONG.

ALEXANDRIA.

Pres. Fillmore, Dollar, Mar. 9.
Pres. Wilson, Dollar, Mar. 23.

AMOEY.

Suisang, Jardine's, Feb. 26.
Kwangtung, B. & S., Feb. 27.
Taiyuan, B. & S., Feb. 27.
Talamba, B.I., Feb. 27.
Huiyang, Douglas, Feb. 28.
Antung, B. & S., Mar. 3.
Tjissaroca, J.C.J.L., Mar. 3.
Haining, Douglas, Mar. 4.
Takada, B.I., Mar. 5.
Tjissondari, J.C.J.L., Mar. 6.
Anhui, B. & S., Mar. 10.
Tjileboet, J.C.J.L., Mar. 17.
Tjissaroca, J.C.J.L., Mar. 20.
Talam, B.I., Mar. 21.

ANTWERP.

Haruna Maru, N.Y.K., Mar. 8.
Benares, Gilman's, Mar. 11.
Asia, Manners, Mar. 19.
Kamo Maru, N.Y.K., Mar. 22.

AUSTRALIAN PORTS.

Tanda, E. & A., Feb. 28.
Taiping, B. & S., Mar. 18.
Tango Maru, N.Y.K., Mar. 28.

BALTIMORE.

Asia, Manners, Mar. 19.

BALTIMORE.

Clydebank, Bank, Mar. 7.

BANGKOK.

Helios, Thoresen, Mar. 2.
Kaying, B. & S., Mar. 2.
Hirundo, Thoresen, Mar. 9.
Kwangchow, B. & S., Mar. 9.
Hiram, Thoresen, Mar. 16.
Hellas, Thoresen, Mar. 23.

BELAWAN DELL.

Cremer, J.C.J.L., Feb. 27.
Franken, Melchers, Mar. 2.
Fulda, Melchers, Mar. 8.

BOMBAY.

Tokushima Maru, N.Y.K., Feb. 28.

Alipore, P. & O., Mar. 19.

BOSTON.

Javanese Prince, Furness, Mar. 1.
Tokio Maru, N.Y.K., Mar. 4.
Clydebank, Bank, Mar. 7.
Pres. Fillmore, Dollar, Mar. 9.
British Prince, Furness, Mar. 13.
Taketo Maru, N.Y.K., Mar. 14.
Pres. Wilson, Dollar, Mar. 23.

BREMEN.

Franken, Melchers, Mar. 3.
Fulda, Melchers, Mar. 8.
Goslar, Melchers, Mar. 16.
Asia, Manners, Mar. 19.
Frankfurt, Melchers, Mar. 23.

BRINDISI.

Duchessa d'Aosta, D'well's, Feb. 27.

Esquilino, D'well's, Mar. 4.

Col di Lana, D'well's, Mar. 28.

CALCUTTA.

Takliwa, B.I., Feb. 27.
Morioka Maru, N.Y.K., Mar. 1.
Kutsang, Jardine's, Mar. 4.
Hakodate Maru, N.Y.K., Mar. 8.
Penang Maru, N.Y.K., Mar. 8.
Suisang, Jardine's, Mar. 15.
Tilawa, B.I., Mar. 17.
Talamba, B.I., Mar. 22.

CEBU.

Michigan, S.S.S., Mar. 4.
Bellingham, S.S.S., Mar. 20.
Nevada, S.S.S., Mar. 22.

CHEFOO.

Sunning, B. & S., Mar. 4.

Kueichow, B. & S., Mar. 7.

COLOMBO.

Agra, Gilman's, Feb. 28.
Albert Voegler, Jeben, Feb. 28.

Tokushima Maru, N.Y.K., Feb. 28.

Macedonia, P. & O., Mar. 1.

Franken, Melchers, Mar. 2.

Esquilino, D'well's, Mar. 4.

Fulda, Melchers, Mar. 8.

Haruna Maru, N.Y.K., Mar. 8.

Kashmir, P. & O., Mar. 8.

Pres. Fillmore, Dollar, Mar. 9.

Lyons Maru, N.Y.K., Mar. 10.

Porthos, M.M., Mar. 11.

Vogland, Jeben, Mar. 14.

Glenapp, Jardine's, Mar. 15.

Kalyan, P. & O., Mar. 15.

Goslar, Melchers, Mar. 16.

Aeneas, B.F., Mar. 18.

Alipore, P. & O., Mar. 19.

Kamo Maru, N.Y.K., Mar. 22.

Frankfurt, Melchers, Mar. 23.

Ramesse, Jeben, Mar. 25.

Col di Lana, D'well's, Mar. 28.

OPENHAGEN.

Asia, Manners, Mar. 19.

DALNY.

Main, Melchers, Feb. 28.

Shansi, B. & S., Feb. 28.

Tean, B. & S., Mar. 2.

Sumatra, Gilman's, Mar. 3.

Nanking, Gilman's, Mar. 7.

Sarpedon, B.F., Mar. 8.

Albert Voegler, Jeben, Feb. 27.

Franken, Melchers, Mar. 3.

Philoctetes, B.F., Mar. 4.

Haruna Maru, N.Y.K., Mar. 8.

GENOA.

Albert Voegler, Jeben, Feb. 27.
Fulda, Melchers, Mar. 8.
Pres. Fillmore, Dollar, Mar. 9.
Vogland, Jeben, Mar. 16.
Keemun, B.F., Mar. 20.
Lyons Maru, N.Y.K., Mar. 20.
Pres. Wilson, Dollar, Mar. 23.
Ramesse, Jeben, Mar. 25.

GLASGOW.

Philoctetes, B.F., Mar. 4.
Laomedon, B.F., Mar. 5.
Aeneas, B.F., Mar. 18.
Keemun, B.F., Mar. 20.

GOTHENBURG.

Benares, Gilman's, Mar. 11.
Asia, Manners, Mar. 19.

HAIPHONG AND HOIHOW.

Chekiang, B. & S., Feb. 26.
Taming, B. & S., Mar. 4.
Cheung, B. & S., Mar. 13.

HAMBURG.

Albert Voegler, Jeben, Feb. 27.
Franken, Melchers, Mar. 3.
Philoctetes, B.F., Mar. 4.
Fulda, Melchers, Mar. 8.
City of Hereford, Bank, Mar. 9.
Benares, Gilman's, Mar. 11.
Glenapp, Jardine's, Mar. 15.
Goslar, Melchers, Mar. 16.
Vogland, Jeben, Mar. 16.
Asia, Manners, Mar. 19.
Frankfurt, Melchers, Mar. 23.
Ramesse, Jeben, Mar. 25.

HAVRE.

Laomedon, B.F., Mar. 5.
Goslar, Melchers, Mar. 16.
Keemun, B.F., Mar. 20.

HONOLULU.

Asama Maru, N.Y.K., Feb. 27.
Rakuyo Maru, N.Y.K., Mar. 2.
Taketo Maru, N.Y.K., Mar. 2.

ILOILO.

Tanda, E. & A., Feb. 28.
Michigan, S.S.S., Mar. 4.
Bellingham, S.S.S., Mar. 20.
Nevada, S.S.S., Mar. 22.

JAPAN PORTS.

Chenonceaux, M.M., Feb. 28.
Eurypylus, B.F., Feb. 28.
Suisang, Jardine's, Feb. 28.
Asama Maru, N.Y.K., Feb. 27.

Talamba, B.I., Feb. 27.

Main, Melchers, Feb. 28.

Rawalpindi, P. & O., Feb. 28.

Shizuoka Maru, N.Y.K., Feb. 28.

Genoa Maru, N.Y.K., Mar. 1.

Canfa, B.F., Mar. 1.

Protetilaus, B.F., Mar. 1.

St. Albans, E. & A., Mar. 1.

Awa Maru, N.Y.K., Mar. 2.

Rakuyo Maru, N.Y.K., Mar. 2.

Romolo, Dodwell's, Mar. 2.

Afrika, Manners, Mar. 3.

Duisburg, Jeben, Mar. 3.

Sumatra, Gilman's, Mar. 3.

Canfa, B.F., Mar. 4.

Ateuta Maru, N.Y.K., Mar. 4.

Pres. Madison, A.M.L., Mar. 4.

Emp. of Asia, C.P.S., Mar. 5.

Takada, B.I., Mar. 5.

Glenluc, Jardine's, Mar. 6.

Protetilaus, B.F., Mar. 6.

Nanking, Gilman's, Mar. 7.

Tokio Maru, N.Y.K., Mar. 9.

Taiyo Maru, N.Y.K., Mar. 10.

Pres. Pierce, Dollar, Mar. 11.

St. Albans, E. & A., Mar. 11.

Yokohama Maru, N.Y.K., Mar. 11.

Athos II., M.M., Mar. 12.

Afrika, Manners, Mar. 13.

Carnarvonshire, Jardine's, Mar. 14.

Sauerland, Jeben, Mar. 16.

Pres. Jackson, A.M.L., Mar. 18.

Emp. of Canada, C.P.S., Mar. 19.

Finne, D'well's, Mar. 19.

Nagapore, P. & O., Mar. 19.

Talam, B.I., Mar. 21.

Lahn, Melchers, Mar. 22.

Formosa, Gilman's, Mar. 24.

Pres. Taft, Dollar, Mar. 25.

JAVA PORTS.

Tijbadak, J.C.J.L., Mar. 4.

Tjissaroca, J.C.J.L., Mar. 11.

Tjissondari, J.C.J.L., Mar. 18.

LIVERPOOL.

Laomedon, B.F., Mar. 5.

Keemun, B.F., Mar. 20.

Lyons Maru, N.Y.K., Mar. 20.

LONDON.

Macedonia, P. & O., Mar. 1.

Philoctetes, B.F., Mar. 4.

Haruna Maru, N.Y.K., Mar. 8.

Kashmir, P. & O., Mar. 8.

Glenapp, Jardine's, Mar. 15.

Kalyan, P. & O., Mar. 15.

MARSEILLES.

Macedonia, P. & O., Mar. 1.
Franken, Melchers, Mar. 3.
Philoctetes, B.F., Mar. 4.
Haruna Maru, N.Y.K., Mar. 8.
Kashmir, P. & O., Mar. 8.
Pres. Fillmore, Dollar, Mar. 9.
Porthos, M.M., Mar. 11.
Kalyan, P. & O., Mar. 15.
Goslar, Melchers, Mar. 16.
Aeneas, B.F., Mar. 18.
Lyons Maru, N.Y.K., Mar. 20.
Kamo Maru, N.Y.K., Mar. 22.
Pres. Wilson, Dollar, Mar. 23.

NAPLES.

Haruna Maru, N.Y.K., Mar. 8.
Pres. Fillmore, Dollar, Mar. 9.
Kamo Maru, N.Y.K., Mar. 22.
Pres. Wilson, Dollar, Mar. 23.

NEW YORK, BOSTON, etc.

Javanese Prince, Furness, Mar. 1.
Tokliwa Maru, N.Y.K., Mar. 4.
Clydebank, Bank, Mar. 7.
Pres. Fillmore, Dollar, Mar. 9.
British Prince, Furness, Mar. 13.
Taketo Maru, N.Y.K., Mar. 14.
Pres. Wilson, Dollar, Mar. 23.

NORTH CHINA.

Main, Melchers, Feb. 28.
Sumatra, Gilman's, Mar. 3.
Nanking, Gilman's, Mar. 7.
Sarpedon, B.F., Mar. 8.
Trier, Melchers, Mar. 12.
Lahn, Melchers, Mar. 22.
Formosa, Gilman's, Mar. 24.

OSLO.

Benares, Gilman's, Mar. 11.
Asia, Manners, Mar. 19.

PANAMA.

Rakuyo Maru, N.Y.K., Mar. 2.
Tokliwa Maru, N.Y.K., Mar. 4.
Taketo Maru, N.Y.K., Mar. 14.

PENANG.

Agra, Gilman's, Feb. 28.
Cremer, J.C.J.L., Feb. 27.
Takliwa, B.I., Feb. 27.
Tokushima Maru, N.Y.K., Feb. 28.
Macedonia, P. & O., Mar. 1.
Morioka Maru, N.Y.K., Mar. 1.
Kutsang, Jardine's, Mar. 4.
Hakodate Maru, N.Y.K., Mar. 8.
Haruna Maru, N.Y.K., Mar. 8.
Kashmir, P. & O., Mar. 8.
Penang Maru, N.Y.K., Mar. 8.
Pres. Fillmore, Dollar, Mar. 9.
Kalyan, P. & O., Mar. 15.
Suisang, Jardine's, Mar. 15.
Tilawa, B.I., Mar. 17.
Alipore, P. & O., Mar. 19.
Kamo Maru, N.Y.K., Mar. 22.
Talamba, B.I., Mar. 22.
Pres. Wilson, Dollar, Mar. 23.

PORTLAND.

California, S.S.S., Mar. 8.
Suevler, Bank, Mar. 9.
Bronxville, Thoresen, Mar. 20.
Kentucky, S.S.S., Mar. 22.

RANGOON.

Morioka Maru, N.Y.K., Mar. 1.
Hakodate Maru, N.Y.K., Mar. 8.
Kashmir, P. & O., Mar. 8.
Penang Maru, N.Y.K., Mar. 8.

SAIGON.

Ninghai, B. & S., Feb. 28.
Yingchow, B. & S., Feb. 28.
City of Khios, Bank, Mar. 6.
Porthos, M.M., Mar. 11.

SANDAKAN.

Tanda, E. & A., Feb. 28.
Hinsang, Jardine's, Mar. 5.
Mausang, Jardine's, Mar. 17.

SAN FRANCISCO.

Asama Maru, N.Y.K., Feb. 27.
Taiyo Maru, N.Y.K., Mar. 9.
Tokliwa Maru, N.Y.K., Mar. 10.
Pres. Pierce, Dollar, Mar. 11.
Pres. Jackson, A.M.L., Mar. 18.
Bronxville, Thoresen, Mar. 20.
Kentucky, S.S.S., Mar. 22.
Pres. Taft, Dollar, Mar. 25.

SCANDINAVIAN PORTS.

Benares, Gilman's, Mar. 11.
Asia, Manners, Mar. 19.

SEATTLE.

Pres. Madison, A.M.L., Mar. 4.
Protetilaus, B.F., Mar. 6.
Suevler, Bank, Mar. 9.
Yokohama Maru, N.Y.K., Mar. 11.
Pres. Jackson, A.M.L., Mar. 18.
Bronxville, Thoresen, Mar. 20.

SHANGHAI.

Chenonceaux, M.M., Feb. 28.
Eurypylus, B.F., Feb. 28.
Kwangtung, Jardine's, Feb. 28.
Shansi, B. & S., Feb. 28.

Shantung, B. & S., Feb. 28.

Asama Maru, N.Y.K., Feb. 27.

Cheung, B. & S., Feb. 27.

Talamba, B.I., Feb. 27.

Main, Melchers, Feb. 28.

Rawalpindi, P. & O., Feb. 28.

Shizuoka Maru, N.Y.K., Feb. 28.

Genoa Maru, N.Y.K., Mar. 1.

Canfa, B.F., Mar. 1.

Awa Maru, N.Y.K., Mar. 2.

Chakzang, Jardine's, Mar. 2.

Romolo, Dodwell's, Mar. 2.

Suiyang, B. & S., Mar. 2.

Tean, B. & S., Mar. 2.

Afrika, Manners, Mar. 3.

Sumatra, Gilman's, Mar. 3.

Atsuta Maru, N.Y.K., Mar. 4.

Canfa, B.F., Mar. 4.

SHANGHAI—(Continued).

Pres. Madison, A.M.L., Mar. 4.
Emp. of Asia, C.P.S., Mar. 5.
Kwaissang, Jardine's, Mar. 6.
Glenluc, Jardine's, Mar. 6.
Tjissondari, J.C.J.L., Mar. 6.
Nanking, Gilman's, Mar. 7.
Sarpedon, B.F., Mar. 8.
Fooshing, Jardine's, Mar. 9.
Sinkiang, B. & S., Mar. 9.
Taiyo Maru, N.Y.K., Mar. 9.
Tokliwa Maru, N.Y.K., Mar. 10.
Pres. Pierce, Dollar, Mar. 11.
Yokohama Maru, N.Y.K., Mar. 11.
Athos II., M.M., Mar. 12.
Hopsang, Jardine's, Mar. 12.
Trier, Melchers, Mar. 12.
Africa, Manners, Mar. 13.
Carnarvonshire, Jardine's, Mar. 14.
Sauerland, Jeben, Mar. 16.
Pres. Jackson, A.M.L., Mar. 18.
Emp. of Canada, C.P.S., Mar. 19.
Finne, Dodwell's, Mar. 19.
Nagapore, P. & O., Mar. 19.
Tjissaroca, J.C.J.L., Mar. 20.
Lahn, Melchers, Mar. 22.
Formosa, Gilman's, Mar. 24.
Pres. Taft, Dollar, Mar. 25.

SINGAPORE.

Agra, Gilman's, Feb. 28.
Cremer, J.C.J.L., Feb. 27.
Duchessa d'Aosta, D'well's, Feb. 27.
Kwangtung, B. & S., Feb. 27.
Takliwa, B.I., Feb. 27.
Tokushima Maru, N.Y.K., Feb. 28.
Macedonia, P. & O., Mar. 1.
Morioka Maru, N.Y.K., Mar. 1.
Antung, B. & S., Mar. 3.
Franken, Melchers, Mar. 3.
Esquilino, D'well's, Mar. 4.
Kutsang, Jardine's, Mar. 4.
Philoctetes, B.F., Mar. 4.
Taming, B. & S., Mar. 4.
Laomedon, B.F., Mar. 5.
Fulda, Melchers, Mar. 8.
Hakodate Maru, N.Y.K., Mar. 8.
Haruna Maru, N.Y.K., Mar. 8.
Kashmir, P. & O., Mar. 8.
Kawachi Maru, N.Y.K., Mar. 8.
Penang Maru, N.Y.K., Mar. 8.
City of Hereford, Bank, Mar. 9.
Pres. Fillmore, Dollar, Mar. 9.
Anhui, B. & S., Mar. 10.
Lyons Maru, N.Y.K., Mar. 10.
Yuenyang, Jardine's, Mar. 10.
Porthos, M.M., Mar. 11.
Vogland, Jeben, Mar. 14.
Glenapp, Jardine's, Mar. 15.
Kalyan, P. & O., Mar. 15.
Suisang, Jardine's, Mar. 15.
Goslar, Melchers, Mar. 16.
Tilawa, B.I., Mar. 17.
Alipore, P. & O., Mar. 19.
Kamo Maru, N.Y.K., Mar. 22.
Frankfurt, Melchers, Mar. 23.
Pres. Wilson, Dollar, Mar. 23.
Ramesse, Jeben, Mar. 25.
Col di Lana, D'well's, Mar. 28.

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW, SHANGHAI & TIENTSIN	"SHANTUNG"	On 26th Feb.	Daylight
HONGKONG, PAKHOI & HAIPHONG	"CHERKIANG"	On 26th Feb.	5 p.m.
NINGBO, SHANGHAI & DALNY	"NINGBO"	On 26th Feb.	5 p.m.
CANTON & SHANGHAI	"TAIYUAN"	On 27th Feb.	5 p.m.
AMOI & SHANGHAI	"CHENGCHU"	On 27th Feb.	5 p.m.
SHANGHAI	"YINGCHOW"	On 28th Feb.	Daylight
AMOI, SWATOW & SINGAPORE	"SUIYANG"	On 2nd Mar.	Daylight
SHANGHAI & DALNY	"KAYING"	On 2nd Mar.	10 a.m.
SWATOW & BANGKOK	"ANTUNG"	On 3rd Mar.	5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SUNNING"	On 4th Mar.	Daylight
HONGKONG & SINGAPORE	"KUNGHOW"	On 4th Mar.	11 a.m.
WUHAIR, CHEFOO & TIENTSIN	"SINKIANG"	On 7th Mar.	Daylight
SWATOW, SHANGHAI & TIENTSIN	"KWANGHONG"	On 9th Mar.	11 a.m.
SWATOW, AMOI, SWATOW & S'ROCK	"ANNUI"	On 10th Mar.	Daylight
HONGKONG, PAKHOI & HAIPHONG	"CHENGCHU"	On 13th Mar.	10 a.m.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.

Telephone Central 36.

CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS
Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports
Excellent & Most Up-to-date First & Second Class Passenger Accommodation
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Days Home	Days to Sail
TAIPING	11th March	18th March
CHANGTE	11th April	18th April
TAIPING	11th May	18th May
CHANGTE	10th June	17th June

For Freight and Passage apply to— BUTTERFIELD & SWIRE.

Telephone Central 36.

THE EAST ASIATIC CO. LTD.

COPENHAGEN.

The M.S. "ASIA"

on or about

19th MARCH

PORT SAID, DUNKIRK, ANTWERP, ROTTERDAM,
AMSTERDAM, BREMEN, HAMBURG, COPENHAGEN
AND OTHER SCANDINAVIAN & BALTIC PORTS.

SAILING LIST.

OTHER SAILINGS:	SHANGHAI, ETC.	CONTINENT, ETC.
M.S. "Africa"	12th March	12th April
M.S. "Malaya"	3rd April	13th May
M.S. "Danmark"	1st May	11th June
M.S. "Panama"	1st June	10th July
M.S. "Java"	1st July	10th Aug.
M.S. "Asia"	1st August	10th Sept.

(Optional Bills of Lading issued to United Kingdom Ports.)

For further particulars, please apply to—

JOHN MANNERS & CO. LTD.

MERCANTILE BANK BUILDING.

Telephone C. 4071.

PRINCE LINE

AUGMENTED SERVICE
SAILINGS EVERY 14 DAYS

TO

BOSTON

AND

NEW YORK

"JAVANESE PRINCE" ... Mar. 1st
"BRITISH PRINCE" ... Mar. 13th
"JAPANESE PRINCE" ... Mar. 27th

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

For Freight, Passage Rates and Full Particulars, Apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3145 (Incorporated in Great Britain)

Telegrams: Farprince. King's Building



FRENCH MAIL STEAMERS

Sailings from Hong Kong:

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.

To Yokohama via Shanghai and Kobe.

PORTHOS	11th Mar.	CHRONCEAUX	26th Feb.
CHRONCEAUX	26th Mar.	ATHOS II	13th Mar.
ATHOS II	8th Apr.	DARTAGNAN	26th Mar.
DARTAGNAN	22nd Apr.	ANGERS	8th Apr.
ANGERS	6th May	SPHINX	22nd Apr.
SPHINX	20th May	G. METZINGER	6th May
G. METZINGER	3rd June	ANDRE LEBON	20th May
		PORTHOS	3rd June

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transhipment on Mail Steamers at Port-Said, or Dittrovitz.

COMMERCIAL LINE

For DUNKIRK via Port-Said, Oran, Casablanca, Hamburg, Rotterdam, (Antwerp).

For Full Particulars, apply to—

Cie des MESSAGERIES MARITIMES.

Telephone: C. 651 and 740. 3, Queen's Building.

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	FEBRUARY 24, 1930.										FEBRUARY 25, 1930.									
	Hour	Barometer	Thermometer	Wind	Cloud	Humidity	Direction	Force	State	Remarks	Hour	Barometer	Thermometer	Wind	Cloud	Humidity	Direction	Force	State	Remarks
Wladivostok	13	30.31	78.7	22	...	NNE	4	o	6	29.88	75.0	26	...	ENE	2	o	...	...	...	...
Namuro	11	29.74	75.5	...	...	E	1	...	5	29.75	75.5	...	...	SE	1	...	...	...	...	...
Hokodate	...	29.61	75.0	...	...	S	1	...	...	29.71	75.4	...	...	N	1	...	...	...	...	...
Tokio	...	29.51	74.9	...	...	S	1	...	...	29.69	75.4	...	...	N	1	...	...	...	...	...
Kochi	...	29.76	75.0	...	...	SE	1	...	...	29.94	76.3	...	...	...	...	...	...	...	...	...
Nagasaki	...	29.86	75.5	...	...	W	2	...	...	30.02	76.3	...	...	WNW	1	...	...	...	...	...
Kagoshima	...	29.84	75.0	...	...	WNW	1	...	...	29.94	76.3	...	...	N	1	...	...	...	...	...
Oshima	...	29.90	75.5	...	...	SSE	1	...	...	29.94	76.3	...	...	ENE	1	...	...	...	...	...
Naha	...	29.96	76.1	...	...	SSW	2	...	...	29.92	76.0	...	...	NE	1	...	...	...	...	...
Ishigaki	...	30.06	76.6	...	...	S	2	...	...	29.94	76.3	...	...	WSW	2	...	...	...	...	...
Bonin Island	15	29.97	76.1	38	84	NW	2	o	6	30.02	76.5	36	100	...	...	...	...	...	...	...
Chefoo	14	30.04	76.2	50	84	N	1	o	...	30.00	76.3	45	94	E	2	o	...	...	...	...
Shanghai	...	30.05	76.5	47	100	NNW	2	o	...	30.05	76.3	46	100	ESE	4	o	...	...	...	...
Guttsell	...	29.84	75.7	58	88	ENE	4	of	...	29.93	76.2	56	94	NNE	1	o	...	...	...	...
Sharp Peak	...	29.85	75.8	70	80	SSE	2	b	7	29.97	76.1	60	97	NE	2	b	...	...	...	...
Amoy	...	29.89	75.8	75	82	SSE	2	b	...	29.91	75.7	60	94	E	2	o	...	...	...	...
Swatow	...	29.94	76.0	77	68	...	...	...	...	29.94	76.0	64	94	...	...	...	...	...	...	...
Taihou	11	30.00	76.0	81	68	S	2	b	...	29.94	76.0	64	...	SE	1	o	...	...	...	...
Taihu	...	29.99	76.1	84	...	W	2	b	...	29.91	75.6	63	...	...	...	...	...	...	...	...
Tainan	...	29.96	76.1	84	...	NW	4	b	...	29.91	75.6	64	...	...	...	...	...	...	...	...
Koshun	...	29.97	76.1	75	...	WSW	2	b	...	29.92	75.9	66	...	N	2	b	...	...	...	...
Pescadore	...	29.91	75.7	76	63	WNW	2	c	6	29.97	75.7	66	95	ENE	1	of	...	...	...	...
Hong Kong	14	29.91	75.7	76	63	WNW	2	c	6	29.97	75.7	66	95	ENE	1	of	...	...	...	...
Gap Rock	...	29.94	76.0	...	...	NE	2	b	...	29.93	75.9	...	...	E	2	of	...	...	...	...
Macao	...	29.89	75.3	79	69	SE	2	b	...	29.93	75.7	66	100	SSE	2	of	...	...	...	...
Hoihow	...	29.94	76.0	80	...	...	...	...	...	29.90	75.4	69	94	...	...	...	...	...	...	...
Pratas Island	...	29.84	75.7	76	...	SSE	4	b	7	29.86	75.8	68	96	SE	2	of	...	...	...	...
Phulien	15	29.85	75.8	79	...	S	4	b	...	29.86	75.8	72	...	S	4	of	...	...	...	...
Tourane	...	29.81	75.3	79	...	ENE	2	b	...	29.89	75.3	73	...	ENE	2	of	...	...	...	...
Cape St. James	...	29.91	76.0	79	...	ENE	2	b	...	29.89	75.3	73	...	ENE	2	of	...	...	...	...
Basco	14	29.89	75.3	81	63	WSW	2	b	6	29.89	75.3	73	94	SW	1	b	...	...	...	...
Aparri	...	29.89	75.3	84	68	NNW	4	b	...	29.89	75.3	73	94	...	...	...	...	...	...	...
Tuguegarao	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Vigan	...	...	...	...	...	...	...	...	...	29.89	75.3	70	88	E	1	b	...	...	...	...
Manila	...	29.87	75.7	84	64	SW	2	o	...	29.88	75.0	77	92	NNE	2	b	...	...	...	...
Legaspi	...	29.88	75.9	86	88	ENE	4	o	...	29.89	75.3	73	91	N	2	o	...	...	...	...
Calbayog	...	...	...	...	...	...	...	...	...	29.88	75.0	77	91	NW	2	o	...	...	...	...
Taloban	...	...	...	...	...	...	...	...	...	29.86	75.4	75	91	NE	4	o	...	...	...	...
Boho	...	29.82	75.7	90	57	NE	6	b	...	29.86	75.4	75	85	N	2	o	...	...	...	...
Cebu	...	...	...	...	...	...	...	...	...	29.86	75.4	75	92	S	1	o	...	...	...	...
Surigao	...	29.85	75.8	84	71	E	4	b	...	...	...	...	...	...	...	...	...	...	...	...
Saipan	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Guam	12.22	29.89	75.9	...	...	E	4	o	4.22	...	...	...	...	...	...	...	...	...	...	...
Yap	11.00	29.87	75.7	...	...	NE	1	r	5	29.87	75.7	...	...	ENE	4	o	...	...	...	...
Pelew	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ponape	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Labuan	14	29.82	75.7	86	68	NE	2	b	6	29.84	75.7	80	89	...	...	...	...	...	...	...

February 25d. 10A. 45m.—The anticyclone is now central over S. Korea. A depression has formed over W. China.
Light variable winds along the S.E. coast of China and over the China Sea. Coastal fog.
Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.0 inch. Total since January 1, 3.61 inches, against an average of 2.90 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON FEBRUARY 26.

- 1.—Formosa Channel
2.—South coast of China between Hong Kong and Lamochs
3.—Hong Kong to Gap Rock
4.—South coast of China between Hong Kong and Hainan

Light, E. or variable winds; generally cloudy.

T. F. CLAXTON, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, February 25.

Previous Day	On Date at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer...	29.87	29.95	29.94
Temperature...	73	63	71
Humidity...	71	93	66
Wind...	WNW	E	E
Force...	1	2	3
Weather...	C	OF	O
Rain...	0.00	0.00	0.0

Highest open-air Temperature, 24.78

Lowest open-air Temperature, 23.69

B—Blue sky; C—Cloudy; D—Drizzle; F—Fog; L—Lightning; M—Mist; O—Overcast; P—Passing showers; Q—Squalls; R—Rain; T—Thunder.

\$7.50

will keep you in touch with Hong Kong news for six months

AFTER YOU GO AWAY

and you will certainly want to know what is happening. Send an order for the Weekly Press to be sent to you. We, at 11, Ice House Street, will do the rest.

HONG KONG TIDE TABLE.

From February 26 to March 4, 1930.

Days of Week	Date	HIGH WATER.		LOW WATER.	
		Hong Kong Standard Time.	Height.	Hong Kong Standard Time.	Height.
Wed.	26	h. m.	h. m.	h. m.	h. m.
Thur.	27	h. m.	h. m.	h. m.	h. m.
Fri.	28	h. m.	h. m.	h. m.	h. m.
Sat.	1	h. m.	h. m.	h. m.	h. m.
Sun.	2	h. m.	h. m.	h. m.	h. m.
Mon.	3	h. m.	h. m.	h. m.	h. m.
Tues.	4	h. m.	h. m.	h. m.	h. m.

THE HONG KONG & WH

CANADIAN PACIFIC

SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC

TO VICTORIA AND VANCOUVER

17 Days Hong Kong-Vancouver, 14 Days Shanghai-Vancouver
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver

	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPERESS OF ASIA	Mar. 5	Mar. 8	Mar. 11	Mar. 13	Mar. 22
EMPERESS OF CANADA	Mar. 19	Mar. 22	Mar. 25	Mar. 27	Mar. 28
EMPERESS OF RUSSIA	Apr. 9	Apr. 12	Apr. 15	Apr. 17	Apr. 26
EMPERESS OF ASIA	Apr. 30	May 3	May 6	May 8	May 17
EMPERESS OF CANADA	May 15	May 18	May 21	May 23	May 30
EMPERESS OF RUSSIA	June 4	June 7	June 10	June 12	June 21
EMPERESS OF ASIA	June 25	June 28	July 1	July 3	July 12
EMPERESS OF CANADA	July 10	July 13	July 16	July 18	July 27
EMPERESS OF RUSSIA	July 23	July 26	July 29	Aug. 1	Aug. 10
EMPERESS OF ASIA	Aug. 7	Aug. 10	Aug. 13	Aug. 15	Aug. 24
EMPERESS OF CANADA	Aug. 23	Aug. 26	Aug. 29	Sept. 1	Sept. 10
EMPERESS OF RUSSIA	Sept. 10	Sept. 13	Sept. 16	Sept. 18	Sept. 27
EMPERESS OF ASIA	Sept. 23	Sept. 26	Sept. 29	Oct. 1	Oct. 10
EMPERESS OF CANADA	Oct. 10	Oct. 13	Oct. 16	Oct. 18	Oct. 27
EMPERESS OF RUSSIA	Oct. 23	Oct. 26	Oct. 29	Nov. 1	Nov. 10
EMPERESS OF ASIA	Nov. 10	Nov. 13	Nov. 16	Nov. 18	Nov. 27
EMPERESS OF CANADA	Nov. 23	Nov. 26	Nov. 29	Dec. 1	Dec. 10
EMPERESS OF RUSSIA	Dec. 10	Dec. 13	Dec. 16	Dec. 18	Dec. 27

(Regular Sailing Hour NOON)

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)

Connecting Canadian Pacific Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

Leave Hong Kong	Arrive Manila	Leave Manila	Arrive Hong Kong
Mar. 9, 5 p.m.	Mar. 11	EMPERESS OF CANADA	Mar. 14
Mar. 21, 5 p.m.	Apr. 2	EMPERESS OF RUSSIA	Apr. 4

CANADIAN PACIFIC EXPRESS
TRAVELLERS' CHEQUES
PAYABLE THE WORLD OVER

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS

Passenger Department:	Tel. C. 752.	Cables: "GACANPAC."
Freight and Express:	Tel. C. 42.	Cables: "NAUTILUS."

N.Y.K. LINE

"ASAMA MARU"

NEW MOTOR SHIP

Sails From HONG KONG

at 10 A.M.

27th FEBRUARY

For SHANGHAI

Japan Ports, Honolulu, San Francisco and Los Angeles.

Due to arrive at Shanghai 1st March.
Due to arrive at San Francisco 20th March.

For further information apply—

NIPPON YUSEN KAISHA.

Phone No. C. 292, 3821 & 3897 (Private exchange to all Depts.)

KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE MOTOR VESSEL

"CREMER"

Due to sail to SINGAPORE, BELAWAN, DELI and PENANG, on 27th February, at Noon.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.
English cuisine. Wireless telegraph.
1st Class Fare to Singapore—\$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service to & destinations in the Netherlands East Indies and Australia.

Agents—
JAVA-CHINA-JAPAN-LIJN.
Telephone 1574. YORK BUILDING, CHATER ROAD.

Shipping News

Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 8,400 TONS;
THROUGH CARGO
11,800 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:

British	Cargo for	Through
Kaying, Bangkok	1,900	—
Ninghai, Singapore	240	87
Trent Bank, Tientsin	1,180	60
Hong Hwa, Manila	120	7,000
Norwegian, Rangoon	1,070	800
Helios, Bangkok	1,727	—
Kobatan Maru, Nagasaki	1,000	1,375
Ryujin Maru, Keelung	900	900
Hawaii Maru, Kobe	273	1,958
Total	8,440	11,800

ARRIVALS AND DEPARTURES.

The arrivals and departures during the period under review were as follows:

British	Arr.	Dep.
French	5	7
Norwegian	1	0
Japanese	6	4
Chinese	4	1
American	0	1
Total	16	13

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:

Kaying (British) Bangkok	50
Anking (British) Singapore	781
Hong Hwa (British) Rangoon	406
Tai Poo Shek (French) Fort Bayard	458
Hawaii Maru (Jap.) Kobe	813
Cheung On (Chinese) Shanghai	170
Total	2,847

WARSHIPS IN PORT.

The following warships were in port yesterday:

Basin: Tamar, Tarantula, Bridgewater, Sandwich, Seawar.
North Arm: City of Marseilles.
West Wall: Kent, Petersfield.
Dock: Scraph, Herald, Iroquois.
No. 8 Buoy: Suffolk.
No. 7 Buoy: Sirdar.
No. 6 Buoy: Bruce.
No. 11 Buoy: Stormcloud.
No. 12 Buoy: Cicada.
No. 13 Buoy: Thracian.
Foreign Men of War: U.S. destroyer Stewart; Japanese training ship Taisei Maru; French gunboat Vigilante; Portuguese gunboat Patria.

ARRIVALS.

February 24.

Anking, British str., 2,047 tons, Capt. R. Ritchie, from Singapore and Hoihow, buoy No. A10.—B. & S.
Hawaii Maru, Japanese str., 5,902 tons, Capt. T. Narita, from Nagasaki, Kowloon Wharf.—O.S.K.
Tai Poo Shek, French str., 1,210 tons, Capt. Maternati Paul, from Fort Bayard, buoy No. C43.—Shun Cheong & Co.

February 25.

Deli Maru, Japanese str., 1,293 tons, Capt. R. Sanerda, from Canton, O.S.K. Wharf.—O.S.K.
Hong Hwa, British str., 1,924 tons, Capt. J. A. Gregory, from Singapore, buoy No. A24.—Ho Thong & Co.
Pres. Madison, American str., 8,341 tons, Capt. D. C. Austin, from Shanghai, Kowloon Wharf.—A.M.L.

Shantung, British str., 1,588 tons, Capt. W. T. Hodge, from Canton, buoy No. B8.—B. & S.
Shun Lee, Chinese str., 948 tons, Capt. B. Miyaka, from Canton, buoy No. C45.—Yee Tai Hong.

Tai Yuan, British str., 2,109 tons, Capt. R. Robertson, from Shanghai and Amoy, buoy No. B12.—B. & S.
Takliwa, British str., 3,741 tons, Capt. J. Hannaford, from Amoy, and O. & Co.

Wai Shing, British str., 1,170 tons, Capt. J. W. Pettigrew, from Saigon, buoy No. C43.—J. M. & Co.

PASSENGER TRAFFIC.

The statement of traffic, shown at the Harbour Office, for the week ending February 22, is as under:

Class	Arr.	Dep.
Ocean-going	11,453	11,327
River steamers	30,561	28,903
Junks, etc.	1,714	689
Total	43,728	30,909

Total 43,728 30,909

For Passenger and Freight information please apply—

DODWELL & CO., LTD.

Queen's Buildings. Agents. Telephone C. 1080.

42 Days To New York

For Passenger and Freight information please apply—

DODWELL & CO., LTD.

Queen's Buildings. Agents. Telephone C. 1080.

42 Days To New York

For Passenger and Freight information please apply—

DODWELL & CO., LTD.

Queen's Buildings. Agents. Telephone C. 1080.

42 Days To New York

For Passenger and Freight information please apply—

DODWELL & CO., LTD.

Queen's Buildings. Agents. Telephone C. 1080.

42 Days To New York

For Passenger and Freight information please apply—

DODWELL & CO., LTD.

Queen's Buildings. Agents. Telephone C. 1080.

42 Days To New York

For Passenger and Freight information please apply—

DODWELL & CO., LTD.

Queen's Buildings. Agents. Telephone C. 1080.

42 Days To New York

For Passenger and Freight information please apply—

DODWELL & CO., LTD.

Queen's Buildings. Agents. Telephone C. 1080.

42 Days To New York

For Passenger and Freight information please apply—

DODWELL & CO., LTD.

Queen's Buildings. Agents. Telephone C. 1080.

42 Days To New York

For Passenger and Freight information please apply—

DODWELL & CO., LTD.

Queen's Buildings. Agents. Telephone C. 1080.

42 Days To New York

For Passenger and Freight information please apply—

DODWELL & CO., LTD.

Queen's Buildings. Agents. Telephone C. 1080.

42 Days To New York

For Passenger and Freight information please apply—

DODWELL & CO., LTD.

Queen's Buildings. Agents. Telephone C. 1080.

42 Days To New York

For Passenger and Freight information please apply—

DODWELL & CO., LTD.

Queen's Buildings. Agents. Telephone C. 1080.

42 Days To New York

For Passenger and Freight information please apply—

DODWELL & CO., LTD.

Queen's Buildings. Agents. Telephone C. 1080.

42 Days To New York

For Passenger and Freight information please apply—

DODWELL & CO., LTD.

Queen's Buildings. Agents. Telephone C. 1080.

CLEARANCES.

February 25.

Anking, for Swatow.
Borneo, for Saigon.
Chekiang, for Hoihow.
Hai Ching, for Swatow.
Hawaii Maru, for Saigon.
Hong Hwa, for Swatow.
Kwong Sang, for Swatow.
Marly, for Haiphong.
Peking Maru, for Shanghai.
Pres. Madison, for Manila.
Ryujin Maru, for Canton.
Shantung, for Swatow.
Shoya Maru, for Takao.
Sunkong, for K. C. Wan.
Tai Fook Sing, for Saigon.
Tai Lee, for Tientsin.
Taiyuan for Canton.
Utrecht, for Swatow.

SHIPS IN HARBOUR.

The following vessels were in Harbour yesterday:

Wharves:—Kowloon: Asama Maru, Hawaii Maru; Douglas Lapraik: Haiching; Saikong: Shiu Hing.

Docks:—Kowloon: Empress of Asia, Haidis, Patria, Sui Tai, Manok, San Bernardino, Tin Yat, Rakuyo Maru, Tai Lee, Hong Peng; Taikee: Fatahan, Taming, Florence D., Ningpo, Kueichow, Hamburg Maru; Cosmopolitan: Kendal Castle, Susanna II.

Buoys:—A1 Tandu, A3 Cramer, A3 Col. di Lana, A4 Shidzuoka Maru, A5 Nam Sang, A6 Rakuyo Maru, B7 Kumsang, A8 Tjikembang, A10 Anking, B11 Kwangtung, B13 Kaying, C15 Shan-shi, C17 Helios, B20 Kuangchow, A24 Hong Hwa, A25 Peking Maru, B22 Kwong Sang, B34 Ninghai, C35 Borneo, B36 Taiito Maru, C37 Chekiang, B38 Helikon, C39 Canton, C41 Shoya Maru, C42 Marly, C43 Tai Fook Sing, C44 Shun Lee.

P. & O., British India Apar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR
STRAITS, JAYA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND
PORTS, RED SEA, EGYPT, CONSTANTINOPLE,
GREECE, LEVANTINE PORTS, EUROPE, ETC.
PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT)

Steamship	Tons	From Hongkong (about)	Destination
"MACEDONIA"	11,120	1st Mar. Noon	Marseilles and London.
"KASHMIR"	8,255	8th Mar. [Mar.]	Lyon, Hull, B'ham, A'werp.
"KALYAN"	9,144	15th Mar.	Mars. Ldn, Hull, B'ham, A'werp.
"ALPINE"	5,373	18th Mar.	Straits, Colombo & Bombay.
"RAJPUTANA"	16,819	29th Mar.	Bombay, Marseilles and London.
"MALWA"	10,380	12th Apr.	Bombay, Marseilles and London.
"RAJPUTANA"	16,568	26th Apr.	Bombay, Marseilles and London.
"BELTANA"	—	3rd May	Marseilles and London.
"KASHGAR"	9,005	10th May	Mars. Ldn, Hull, B'ham, A'werp.
"NAGPORE"	5,282	17th May [Mar.]	Ldn, Hull, B'ham, A'werp.
"MANTUA"	10,946	24th May	Bombay, Mars. & London.
"KHYBER"	9,114	31st May [Mar.]	Ldn, Hull, B'ham, A'werp.
"KHYBER"	9,114	7th June	Marseilles, London & Hull.
"KASHGAR"	9,005	21st June	Bombay, Marseilles & London.
"LAHORE"	8,304	28th June [Mar.]	Ldn, Hull, B'ham, A'werp.
"KASHMIR"	8,255	5th July	Marseilles and London.
"KALYAN"	9,144	12th July	Bombay, Marseilles & London.
"RAJPUTANA"	16,568	2nd Aug.	Marseilles, London and Hull.
"KASHMIR"	8,255	18th Aug.	Bombay, Marseilles and London.
"MANTUA"	10,946	30th Aug.	Marseilles & London.
"KASHGAR"	9,005	13th Sept.	Bombay, Marseilles & London.
"MALWA"	10,380	27th Sept.	Marseilles & London.

* Cargo only.
Frequent connections from Port Said for Passengers and Cargo to Constantinople, Fiume, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

Steamship	Tons	From Hongkong (about)	Destination
"TAKLIWA"	7,336	27th Feb. 1.30	Singapore, Penang & Calcutta
"TILAWA"	10,006	17th Mar. [p.m.]	do.
"TALAMBA"	8,018	22nd Mar.	do.
"TAKADA"	9,849	28th Mar.	do.
"TALMA"	10,000	11th Apr.	do.
"SHIRALA"	7,841	21st Apr.	do.
"TAKLIWA"	7,336	29th Apr.	do.
"TILAWA"	10,006	13th May	do.

B.L.—Apar Line Steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"TANDA"	6,956	28th Feb. 4 p.m.	Manila, Sandakan, Thursday
"ST. ALBANS"	4,500	4th Apr.	Island, Townsville, Brisbane,
"NELLOBE"	6,853	2nd May	Sydney and Melbourne

* Calls Iloilo, Port Holland and Cairns.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia

The P. & O. S.S. Co., Ltd. steamers will also call at Shanghai, Iloilo, Cebu, Kolambagan, Tawau, Timor, Durban, or other ports en route as indicated on the schedule.

Frequent connections from Australia with the following:

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand

Vancouver, San Francisco, etc.

The P. & O. S.S. Co.'s Steamers to London via Suez Canal

The P. & O. S.S. Co.'s Steamers to London via Suez Canal

The P. & O. S.S. Co.'s Steamers to London via Suez Canal

The P. & O. S.S. Co.'s Steamers to London via Suez Canal

The P. & O. S.S. Co.'s Steamers to London via Suez Canal

The P. & O. S.S. Co.'s Steamers to London via Suez Canal

The P. & O. S.S. Co.'s Steamers to London via Suez Canal

The P. & O. S.S. Co.'s Steamers to London via Suez Canal

The P. & O. S.S. Co.'s Steamers to London via Suez Canal

The P. & O. S.S. Co.'s Steamers to London via Suez Canal

The P. & O. S.S. Co.'s Steamers to London via Suez Canal

The P. & O. S.S. Co.'s Steamers to London via Suez Canal

